

AUTOCAR

FIRST FOR CAR NEWS AND REVIEWS

DRIVEN

NEW CAYMAN GT4

Verdict: It's nothing less than the finest Cayman ever made

Matt Prior: 'It's in my top 10 best driver's cars of all time'



WORLD EXCLUSIVE



FIRST PIC: NEW JAG XF

XE tech for lighter, larger 5 Series rival



Flat out in
McLaren's
P1 GTR

£1.8m, 986bhp... and
they've let us drive it

haymarket



LED.

Short for light-emitting diode
with electroluminescence.

A1.

Short for Audi.



Introducing the new Audi A1. It has LED, which stands for lights that shine brighter, for longer. And HDD Sat Nav, short for satellite navigation with advanced 3D mapping. Technologies from across the Audi range, all available in the new A1. So when we say A1, what we really mean is Audi.





New Generation i20 Coupé Inspiration. Engineered.

Great inspiration leaps out. Demands attention. And few things are more inspired than the stunning New Generation i20 Coupé. Bold, clever and great fun to drive, it's a car with the style to stay out in front. Available 26th March 2015, from £12,725*. [Find out more at hyundai.co.uk](http://hyundai.co.uk)



Fuel consumption in MPG (l/100km) for New Generation i20 Coupé range: Urban 42.8 (6.6) – 57.6 (4.9), Extra be used as a guide for comparative purposes and may not reflect all driving results. Model shown: New Generation petrol manual. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit www.hyundai.co.uk/owning or ask your local dealer.



 **HYUNDAI** | NEW THINKING.
NEW POSSIBILITIES.

Urban 67.3 (4.2) – 80.7 (3.5), Combined 55.4 (5.1) – 68.9 (4.1), CO₂ Emissions 119 – 106g/km. These official EU test figures are to i20 Coupé Sport Nav 1.2 petrol manual at £14,895 OTR including Tangerine Orange pearl paint at £495. *On the road price of £12,725 applies to New Generation i20 Coupé SE 1.2

HORSEPOWER TO THE PEOPLE.



Drivers of Britain, seize power. The thrilling MINI 3-door and 5-door Hatch offer everyone the chance to seize a TwinPower Turbo engine, with monthly rentals from £215 or £219 respectively (plus initial rental*). Power is no longer just for the wealthy.

JOIN THE NEW #MINIREVOLUTION



Official Fuel Economy Figures for the MINI Hatch Range: Urban 31.0-72.4 mpg (9.1-3.9 l/100km). Extra Urban 54.3-91.1 mpg 5.2-3.1 l/100km). Combined 42.2-83.1 mpg (6.7-3.4 l/100km). CO₂ Emissions 155-89 g/km. Figures may vary depending on driving style and conditions. *Initial rental £2,499. Price shown is for a 48 month Personal Contract Hire agreement for a MINI 3-door One Hatch with extras of PEPPER Pack at £1,150 and MINI tlc service cover at £349, (up to 50,000 miles, or the length of your agreement, whichever comes first), 16" Victory Spoke alloy wheels in black at £520 and Visual Boost Radio at £200 with a contract mileage of 40,000 miles and excess mileage charge of 2.82p. *Initial rental £2,499. Price shown is for a 48 month Personal Contract Hire agreement for a MINI 5-door One Hatch with extras of PEPPER Pack at £1,150 and MINI tlc service cover at £349, (up to 50,000 miles, or the length of your agreement, whichever comes first), Electric Blue metallic paint at £475, 16" Victory Spoke alloy wheels in silver at £520 and Visual Boost Radio at £200 with a contract mileage of 40,000 miles and excess mileage charge of 3.15p. Applies for new vehicles ordered at participating MINI retailers between 1 January and 31 March 2015 and registered by 30 June 2015 (subject to availability). Retail customers only. At the end of your agreement you must return the vehicle. Excess mileage, vehicle condition and other charges may be payable. Hire available subject to status to UK residents aged 18 or over. Guarantees and indemnities may be required. Terms and conditions apply. Offer may be varied, withdrawn or extended at any time. Hire provided by MINI Financial Services, a trading name of BMW Financial Services (GB) Limited, Bartley Way, Hook, Hampshire RG27 9UF.

Absolutely fabulous:
Matt Prior drives
the new, hardcore
Porsche Cayman GT4



48

Lexus Europe boss Alain Uyttenhoven talks



39

First drive: Lexus NX200t T Sport



'A heavy dose of right foot delivers terrifically forceful acceleration'

Greg Kable on the Audi R8 e-tron, p32



OUR CARS

Honda Civic Tourer 60 Honda Civic Tourer says goodbye

Land Rover Discovery Sport 50 New Discovery Sport road tested

COVER STORY



40

Exclusive: Andrew Frankel drives the McLaren P1 GTR

THIS WEEK

NEWS

- Fiat's European push Relaunch plan revealed 10
- Alfa Romeo recovery New Giulia to lead the way 12
- Jaguar XF New York debut for all-new saloon 15
- Skoda's large SUV Test mule reveals clues 17
- BMW/Toyota sports car New Z4 and Supra due 18
- VW Group product push Onslaught of new cars 21
- McLaren Sports Series New cars at New York 22

TESTED

- Porsche Cayman GT4 Outstanding driver's car 26
- Audi R8 e-tron Promising electric prototype 32
- Radical RXC500 Road-legal track car uprated 35
- Seat X-Perience SE Tech Rugged 4WD estate 37
- Lexus NX200t Unexceptional sporty SUV 39
- Land Rover Discovery Sport ROAD TEST 50

FEATURES

- McLaren P1 GTR Track-honed hypercar driven 40
- Lexus LF-SA Boss explains challenging looks 48

OUR CARS

- Honda Civic Tourer Practical estate signs off 60
- Jaguar F-Type Traction issues require action 63
- Renault Twingo Stretching its little yellow legs 65

EVERY WEEK

- Matt Prior A light at the end of Lotus's tunnel? 23
- Steve Cropley Celebrating the Suzuki Celerio 25
- Your views Excited by the EXP 10 Speed 6 58
- Subscription offer Free McLaren Honda cap 62
- Rear view mirror Bentley's Concept Java 90

DEALS

- James Ruppert Ruminating on a Rolls 66
- Used buying guide Appreciating assets 68
- New cars A-Z All the latest models rated 70
- Road test results Autocar's data archive 83
- Classifieds Cars, number plates, services 85

68

Bag a Honda S2000 for £5k while you can



We want a car that makes journeys not boring.

#SR7

5:24 PM



NEW SR7 RANGE



THE NEW KIA CARENS **SR7**

4.9% APR
REPRESENTATIVE

WITH £750 DEPOSIT CONTRIBUTION
ON PERSONAL CONTRACT PURCHASE



The Power to Surprise



You make us make better cars, like the New Carens 'SR7' Special edition. You want the great features like 7-seats, privacy glass and reversing sensors and you want it all for a mere £18,105 including £1,700 customer saving. You asked for it, you got it.

Fuel consumption figures in mpg (l/100km) for the New Kia Carens 'SR7' Special edition are: Urban 33.6 (8.4) – 53.3 (5.3), Extra Urban 53.3 (5.3) – 67.3 (4.2), Combined 44.1 (6.4) – 61.4 (4.6). CO₂ emissions are 149 – 120 g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown: New Carens 'SR7' Special edition 1.6 GDi 133bhp 6-speed manual ISG @ £18,105 including metallic paint @ £510 and £1,700 customer saving. Non offer price £19,805. Customer savings vary by model derivative. Specification is subject to change without notice. Price correct at time of going to press. Log onto kia.co.uk/sr7 for full details. 7 year / 100,000 mile manufacturer's warranty, for terms and exclusions visit www.kia.co.uk. Offer not available with any other offer. Retail sales only. Subject to availability on vehicles registered between 07/01/2015 and 31/03/2015. Finance subject to status. Terms and conditions apply. 18's or over. Guarantee/indegnity may be required. 10% minimum deposit. Further charges may be made subject to the condition or mileage of the vehicle. Excess mileage charge 14.9p per mile. **You will not own the vehicle until all payments are made.** 25, 31 or 37 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Kia Motors Finance RH1 1SR.

THIS WEEK

Our drive of the McLaren P1 GTR is a world exclusive



How we decided our cover star hierarchy

YOU CAN IMAGINE the discussions regarding this week's front cover, and which of the McLaren P1 GTR or Porsche Cayman GT4 to put above the other. On the one hand, we had the ultimate enthusiast's version of perhaps the enthusiast's favourite Porsche; on the other, a world exclusive first drive of the most extreme car yet built by McLaren's road car division. With both rated at five stars by the reviewers who drove them, the decision wasn't easy.

Eventually we chose to put the focus on the more affordable end of the scale, although the popularity of both cars means they are sold out for the foreseeable future. It's just as well that we had testers of the calibre of Matt Prior and Andrew Frankel to write the words; for most of us, their stories will be as close as we get to experiencing either car.

At Autocar, we're especially fortunate to be in the position to be able to make such decisions. Our independent, expert

testing standards have long been regarded as the best in the industry – and being trusted to deliver these verdicts is a privilege. I hope you enjoy both stories – whichever you choose to read first.



JIM HOLDER EDITOR

jim.holder@haymarket.com

@Jim_Holder

Issue 6142 | Volume 283 | No 11 Established 1895

AUTOCAR

AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

VIDEO

Porsche Cayman GT4

Hardcore new Cayman tested on road and track



NEWS

Bloodhound update

Land speed record racer completes 2000mph ballistics test



NEWS

New motor show

Classic & Sports Car announces October event in London



REVIEW

Ford Escort

Is this China-only saloon among Ford's best?



BLOG

Steve Copley

Blameless diesels need better friends



FIND US AT



autocar.co.uk



youtube.com/autocar



autocar.co.uk/facebook



twitter.com/autocar



[at the Apple App Store](#)

Download our Car Name Game and Car News apps



autocar.co.uk/mag

Download the digital edition of Autocar wherever you are in the world every Wednesday



Autocar magazine is also published in China, Greece, India, Indonesia, Japan, Korea, Malaysia, Middle East, Mongolia, Philippines, Singapore, Thailand, Turkey and Vietnam.



autocar.co.uk/subscriptions

For all our latest subscription offers

THIS WEEK

News to share? Call 020 8267 5782/5796 e-mail mark.tisshaw@autocar.co.uk



SUVs to lead Fiat push

■ Fiat and Jeep plotting new Nissan Qashqai rivals ■ Baby SUV and budget hatch also likely

Fiat Chrysler Automobiles (FCA) is poised for a European market relaunch that will see the Italian brand abandon its mass market positioning and Jeep exploiting the booming market for SUVs of all sizes.

The first fruits of Fiat's new brand positioning was the 500X compact SUV, accompanied by its Jeep sister car, the Renegade. Autocar can also reveal that the two brands are working on a pair of larger SUV models based on the same high-end platform.

At the recent Geneva motor show, FCA boss Sergio Marchionne said Fiat would no longer attempt to be a

"mass-market brand" and would not attempt to offer a "full range" of models. He added that Fiat would "focus on what it does best".

In extracting the best from what remains of the Fiat brand – combined Fiat and Abarth sales reached a modest 600,000 units last year – Marchionne and his team have devised a four-pronged plan.

The biggest growth areas in the European market are the SUV and premium sectors, probably followed by smart city cars and budget models.

The premium sector will be addressed by the reinvention of Alfa Romeo (see p12) and, to a lesser extent, rising sales and

new models from Maserati.

Fiat is already very well placed in the market for characterful small cars with the 500 line-up. The 500 hatchback and the bigger 500L MPV are both segment leaders in Europe, and Fiat's main challenge will be to maintain and progress the success of the 500 family.

Fiat will attack the SUV sector with the new 500X and the upcoming Nissan Qashqai-sized SUV. These models will be made profitable because they will share components with and be built alongside a pair of Jeep sister cars.

Additionally, the sophisticated platform



Alfa version of the new MX-5 will now be sold as the Fiat 124 Spider

underpinning the new 500X and Jeep Renegade can be scaled for use on the bigger Fiat and Jeep models.

Farther down the line, Fiat and Jeep may launch a truly baby SUV into the European

market. The model would be around the size of a supermini, according to global Jeep boss Mike Manley. The move could result in today's Fiat Panda Cross being replaced by a pair of Fiat and Jeep SUV models.



Fiat 500XL and Jeep's Patriot replacement are due next year

in Europe

■ Alfa Romeo pinning hopes on Giulia

With the small and medium SUV market covered by Fiat and Jeep, Marchionne's plan then takes an unexpected turn into a new niche.

Although Europe's Volkswagen Golf and Ford Focus-sized C-segment accounts for a substantial 29% of the new market, profits are wafer thin, if they exist at all.

Most analysts think the situation is caused by a combination of intense competition, high labour costs and increasingly generous standard specifications as the mainstream brands chase the sector-leading Golf.

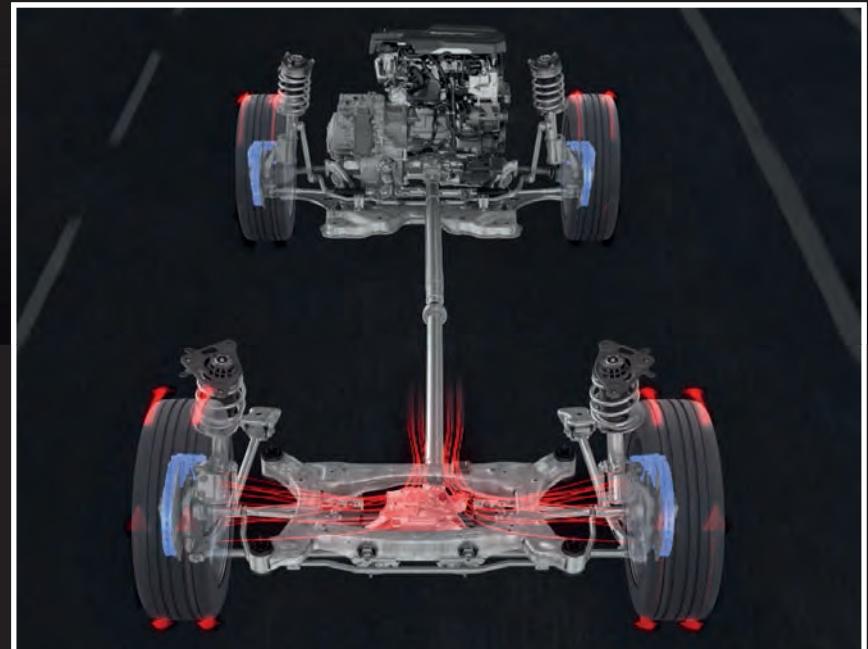
Marchionne, according to sources, will counter these

hurdles by launching a back-to-basics C-segment hatchback and estate, replacing the unsuccessful Fiat Bravo. These will be based on the same platform as the 500L MPV and will be built in Turkey, where labour rates are cheaper.

Insiders have told Autocar that the new models will not be as "basic" as Dacia's successful models, but will be "very well priced". Some rumours suggest that Marchionne will use the well-regarded Panda badge for the Bravo replacement, neatly rebuilding the Panda family as Fiat's no-nonsense sub-brand.

Even under Marchionne's rigorous approach, the Fiat →

Strength and sophistication under the skin



THE PLATFORM
underpinning the Fiat 500X and Jeep Renegade is impressively sophisticated. It uses front and rear independent suspension with MacPherson struts in each corner – a feature shared

with Porsche's sports cars. The four-wheel drive system is unusual. Engineered by GKN, it uses an electronically activated coupling to send power to the rear wheels, rather than the hydraulic clutch used by

the common Haldex-based all-wheel drive systems. The structure sitting atop this running gear is also impressively strong; the Jeep Renegade was awarded five stars in recent Euro NCAP crash tests.

brand will get a 'halo' model. The car that started life as Alfa Romeo's version of the new Mazda MX-5 will now be sold as the Fiat 124 Spider, a reference to the classic Pininfarina-designed roadster that was sold between 1966 and 1985.

Meanwhile, the Jeep brand has been tasked with 'going global' over the next few years. The brand sold just over one million units for the first time last year, but 76% of the sales were in the United States.

Mike Manley, overall boss of the Jeep brand, says the company sells just 8% of its vehicles in the EU and a

similar proportion (around 89,000 units last year) in the Chinese market.

Manley wants Jeep sales to rise significantly in these markets. To this end, Jeep will open two factories in China in the next two years, while a new manufacturing plant is also coming on stream in Brazil.

The Renegade, which Manley says is selling "ahead of expectations" in Europe, will also be exported to China, although it won't be sold in the United States. It's thought the annual global market for B-segment SUVs such as the Renegade will be as high as

two million units by 2019.

The next new global Jeep product will be the Qashqai-sized SUV. It will be launched in 2016 as a replacement for the Patriot and Compass models and will form the core part of Jeep's expansion.

Manley also revealed to Autocar that Jeep would aim at the highly profitable premium SUV market with a new Grand Wagoneer in late 2018. At the other end of the scale, Manley said the brand was actively pondering a supermini-sized SUV. "Never say never," he said.

HILTON HOLLOWAY

FIAT/JEEP: WHAT'S COMING WHEN

FIAT BRAND



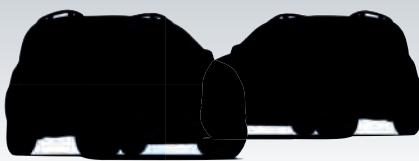
500X (2015)



500 FACELIFT (2015)



124 SPIDER (2015)



PANDA XL HATCH AND ESTATE (2016)



500XL (2016)



BABY SUV (2018)

JEEP BRAND



RENEGADE (2015)



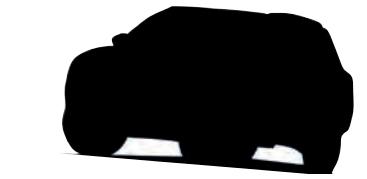
GRAND CHEROKEE FACELIFT (2015)



COMPASS/PATRIOT REPLACEMENT (2016)



GRAND WAGONEER (2018)



BABY SUV (2018)



SPY SHOT
ALFA ROMEO GIULIA

AUTOCAR
IMAGE



Alfa's rebirth

This coming June, Alfa Romeo will launch the first of the new models intended to regenerate this famous but fading brand.

That car is the new Giulia saloon, the long-delayed replacement for the Alfa 159. It is based on a platform derived from the Maserati Ghibli's and will be offered with rear-wheel drive or four-wheel drive and a choice of four-cylinder and six-cylinder engines.

Alfa boss Harald Wester was unwilling to reveal more detail at the recent Geneva motor show, but he has talked about the intangible qualities new Alfas must have in order to make the grade and the so-called

skunkworks of designers and engineers charged with delivering them.

Wester considers Alfa Romeo itself to be "one of the most important brands" and candidly admits that "we have over-promised and under-delivered".

In his recent presentation to investors, Wester also admitted that while recent models such as the Brera, 159 and Spider were "beautiful... they missed the historical DNA of the brand".

Wester had a striking analogy to describe the essence of the Alfa brand. "What made you fall in love with your wife?" he asked rhetorically. "People talk about pheromones.



Birth to begin with Giulia



Wester: "Alfas will have pheromones as standard"

Alfa Romeos will have pheromones as standard."

Wester added that "not everybody wants it, and not everybody can feel it – like with wives". In other

words, these Alfas will have characters that some buyers will love and others will not.

What they will also have, according to Alfa Romeo's part-new, part-discovered

philosophy, is a character that will "put the driver at the centre, provide an exceptional driving experience while being inclusive and egalitarian, and display authentic heritage".

Wester said: "These are not cars to be driven, but to drive. We want owners to feel that they're an integral and indispensable part of the machine. The dynamic element is an important portion of what we do."

Those doing it are located in a secret skunkworks somewhere in Turin (there are senior people within FCA who do not know where it is) that "will deliver away from the big machine". This strategy is designed to minimise corporate

interference and focus minds.

"We hand-selected people for their passion, dedication and unlimited willingness to give birth to something that's outstanding," said Wester.

By the end of this year, 600 people will be employed at the skunkworks. By then they will have developed eight new models and a range of four-cylinder and six-cylinder petrol and diesel Alfa Romeo engines to power them, on a budget of €5 billion.

Alfa's goal is 400,000 sales a year by 2018, compared with 74,000 last year.

Wester is under no illusions about the challenge. "We're living in a world of fierce competition," he said. "What is absolutely clear

is that every car must be significantly better than the target competitors."

These are "the three German brands, plus Lexus in the US. But the worst strategy is to position against another product. It's about finding out what the customers want."

Wester's presentation defined the five key attributes that matter about Alfa Romeo. These are advanced and innovative engines, perfect 50/50 weight distribution, a set of unique technical solutions, class-exclusive power-to-weight ratios and ground-breaking and distinctly Italian design. Those qualities have defined many of the best Alfas.

RICHARD BREMNER



MADE IN SWEDEN. TUNED FOR BRITAIN. THE VOLVO V40 R-DESIGN.

British roads are different from Swedish roads. That's why we tested and tuned the V40 R-Design's suspension here in Britain. It puts you in total control, straightening out the toughest of hairpin turns and taming even the meanest of speed bumps.

BOOK A TEST DRIVE TODAY
AT **VOLVOCARS.CO.UK**

Personal Contract Purchase Representative
Example: V40 T2 R-Design Rebel Blue

48 Monthly payments	£269
Customer deposit	£999
Finance deposit contribution	£750
Representative APR	6.9% APR
On the road price*	£19,694
Total amount of credit	£17,945
Interest charges	£3,692
Total amount payable	£23,386
Optional final payment	£8,725
Duration of agreement (months)	49
Fixed rate of interest p.a.	3.55%
Mileage per annum	8,000
Excess mileage charge	14.9p per mile

Available with 3 years complementary servicing when purchased on Volvo Advantage Personal Contract Purchase.



Official fuel consumption for the Volvo V40 T2 R-Design (manual) in MPG (l/100km): Urban 41.5 (6.8), Extra Urban 62.8 (4.5), Combined 53.3 (5.3). CO₂ Emissions 124g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results. Finance subject to status, Retail sales only. *Subject to availability at participating dealers only on vehicles registered by 31st March 2015. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition or mileage of the vehicle. Terms and conditions apply. Applicants must be 18 or over. Guarantee/Indemnity may be required, Volvo Car Credit RH1 1SR. **You will not own the vehicle until all payments are made.** The service offer is only applicable when purchasing on Volvo Advantage Personal Contract Purchase on vehicles ordered between 1st January 2015 and 31st March 2015. Services must be carried out at a Volvo Authorised Repairer. Retail offer only. Excludes fleet operators and business users. See volvocars.co.uk for full terms and conditions.



OFFICIAL PICTURES 

First glimpse of new Jaguar XF

The sharper-creased new XF saloon is lighter, slightly bigger and more fuel-efficient than today's car

Jaguar has offered the first look at its all-new XF, less than a week ahead of its official unveiling.

The firm plans to give the new XF a public debut at the New York motor show on 1 April. But the car will be seen in full online on 24 March, when it will be driven by stuntman Jim Dowdall over two 34mm-wide wires high above water.

A sole official exterior image reveals the sharper creases on the new XF's body, including the sculpted bonnet with its power bulge, flared rear

wheel arches and pronounced shoulder line. There also appears to be an almost coupé-like profile to the car.

The new XF is the second Jaguar, after the XE, to use the firm's scalable, aluminium-intensive iQ[AI] platform. The XF's footprint has increased slightly over the current car's, partly to increase space for passengers and their luggage.

Jaguar has provided few details about the new XF yet. However, it has promised the car "will set business segment benchmarks for weight and

efficiency, resulting in class-leading fuel economy figures of over 70mpg". Such economy should result in sub-100g/km CO₂ emissions and is in part thanks to the efficiency of the XF's 2.0-litre four-cylinder Ingenium turbodiesel engines.

An interior image shows the new XF follows the XE's theme. But it is cleaner-looking and more premium than the XE, with a new dashboard, a larger touchscreen and fewer buttons.

The new XF will go into production this autumn.
MARK TISSHAW



New XF's interior expresses XE themes in a more upmarket setting

All-electric Audi Q6 SUV to have 310-mile range



OFFICIAL PICTURE 

AUDI Q1 ON COURSE FOR 2016

The Audi Q1, due next year, will be built at a new factory that's under construction at the firm's Ingolstadt HQ. The Q1 will sit on the smallest version of the MQB platform, suggesting it will be an upmarket machine with a price to match.

AUDI HAS CONFIRMED it will launch an electric SUV by 2018 as a rival to the Tesla Model X.

Expected to be badged Q6, the new vehicle is based on the same MLB platform as the new Q7. However, it eschews an internal combustion engine in favour of electric motors and a battery pack, which could have a capacity of up to 100kWh.

Audi tech chief Ulrich Hackenberg revealed that the target range for the new SUV is 500km (310 miles).

Audi chairman Rupert Stadler told Autocar the regulations in eight US states requiring 15% of all new vehicles sold to be electric by 2025 mean that premium car makers will have to "build a range of all-electric vehicles".

As Tesla has established, it is customers at the top of the market who are most in tune with the idea of limited-range electric vehicles.

Tesla's Model X is due on sale later this year and is a

seven-seat SUV based on the Model S saloon.

The Model X's range is expected to be about 270 miles when equipped with the largest 85kWh battery pack.

Hackenberg told Audi's annual press conference that the Q6 was already in development and final styling would take much from the recent Prologue concept car.

A single darkened image of the Q6 was flashed up on screen at the press conference.



FOCUS RS MAY GET UK TUNING

The Ford Focus RS could get "different tuning values" for the UK, according to Dave Pericak, head of Ford Performance. The hardware, which features conventional gas dampers with two adaptive settings, will be the same in all markets.



PARK WHERE MY FRIENDS CAN SEE IT, DADDY



2008 ACTIVE

- Alloy Wheels
- Multi-function colour touchscreen
- DAB radio and Bluetooth
- Air Conditioning
- PureTech 1.2 VTi: More Power, More Efficient

PASSPORT PERSONAL LEASE

2008
ACTIVE
PER
MONTH:

£169*

INCLUDES
£500
CONTRIBUTION
FROM PEUGEOT

PureTech

PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the 2008 Range are: Urban 32.1–68.9 (8.8–4.1), Extra Urban 54.3–85.6 (5.2–3.3), Combined 43.5–76.3 (6.5–3.7) and CO₂ 150–96 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. Terms and conditions apply, participating dealers only or visit peugeot.co.uk. To finance your lease/purchase we may introduce you to a limited number of lenders. *Passport Personal Lease: A guarantee may be required. Over 18s only. Written quotations available on request from Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. Example based on the 2008 Active PureTech 1.2 VTi including pearlescent paint, customer initial payment £3,363, £500 Peugeot initial payment contribution and optional final payment £6,715. 37 monthly payments payable. Annual mileage 6,000 miles. Excess mileage charges may apply. If you choose to pay the optional final payment, you can pay an annual payment equivalent to one of your monthly payments but will not own the car. Ownership is possible with Passport, ask your Dealer for details. Peugeot Motor Company Plc is acting as a credit broker and is not a lender. Offers apply to vehicles ordered by 31st March 2015. Visit peugeot.co.uk for full terms and conditions. Information correct at time of going to press.

PEUGEOT 2008

MOTION & EMOTION



PEUGEOT

Confidential

A MERCEDES-BENZ smaller than the A-Class is possible, according to design chief Gorden Wagener, but that doesn't mean one will make production. But with the desire for ever more premium smaller cars, you shouldn't bet against it, he said.

THE V8 FORD Mustang will get Line Lock – a system that helps the driver to do burnouts by locking the front brakes for 20 seconds – as standard in right-hand drive form in all but one market. Australia's so-called 'anti-hoon' laws mean that burnouts are illegal.



SPY SHOT
SKODA SUV

Skoda plans large SUV

Czech firm will launch a "more refined" rival to the Hyundai Santa Fe next year

These are the first pictures of Skoda's new large SUV, which is due to be launched next year.

The new model is based on the largest version of the Volkswagen Group's MQB platform and is set to be a derivative of VW's own CrossBlue SUV, due to be launched in the US this year.

In these spy pictures, the MQB chassis of the new model is hidden beneath the body of a long-wheelbase version of the Yeti, which is sold in China.

The as-yet-unnamed Skoda

SUV will be a class up from the VW Tiguan and insiders suggest it will measure about 4.6 metres in length. It will be offered with five-seat and seven-seat configurations, and with front-wheel drive or all-wheel drive. Diesel-electric hybrid technology will also be offered.

Its four-cylinder engine range will be borrowed from the new Skoda Superb, which was revealed at the recent Geneva motor show. A 1.6-litre turbodiesel will be the base unit, and no engine will be larger than 2.0 litres.

The new model is understood to be positioned as a more refined rival to the Kia Sorento and Hyundai Santa Fe. Skoda technical chief Frank Welsch previously described the new SUV as "the right concept for Skoda. It works perfectly with our brand values".

There is currently a full-size clay model of the new SUV in Skoda's design studio and, as these pictures prove, early engineering work is now under way.

Skoda design chief Josef Kaban has previously said:

"Larger Skudas like this will employ bolder, more provocative styling, different from the mainstream."

Skoda is also plotting a third SUV, which will be a similar size to the Skoda Yeti. The new model is expected to form part of the Yeti family but adopt a more traditional SUV appearance. The Yeti itself will grow in size slightly in its next generation and switch to an MQB base. A sporty Range Rover Evoque-style SUV has also been hinted at by Skoda insiders.

MARK TISSHAW

Honda rules out shift to sportier look

THE DESIGN OF Honda's cars will continue to emphasise practicality over head-turning looks, according to the company's chief operating officer, Tetsuo Iwamura.

Honda's return to the sports car and hot hatch arena with the new NSX and Civic Type R had raised suggestions that the brand would adopt more sporty styling across its range, but Iwamura scotched the reports.

"Our styling principles have been about achieving maximum space for the driver

and passengers while trying to create powertrains that can sit in the minimum space," he said. "Above all, our focus is on good visibility for anyone in the car.

"Accordingly, our styling is a bit different from that of some of our rivals. Our principles are focused on visibility and the trends, according to current styles. That is the way Honda thinking is. We are not shifting direction up, down or sideways. Our design is accepted by our customers and we will stick to those principles."



'POLARISING LOOK' FOR LEXUS

The next Lexus CT is likely to get more radical styling like the angular look of the NX. Lexus's European chief, Alain Uyttenhoven, said: "That polarising look is probably the direction our products will take in general." See p48 for more.



KADJAR SHUNS 0.9 TRIPLE

Renault's new Kadjar could "in theory" accept a 0.9-litre three-cylinder engine, but the company has no plans to fit it yet. The line-up of 1.2-litre turbo petrol and 1.5-litre diesel engines suits it fine for now, according to company sources.



Last year's FT-1 concept previewed the new Supra



Supra name to return as To

Toyota and BMW's joint sports car project is set to spawn two different-sized four-wheel-drive hybrids that

BMW and Toyota are planning to spin two different sizes of vehicle off their ongoing joint sports car project, allowing engineers from the two companies to deliver the next generation of Z4 and the return of the Supra name respectively.

The original deal to work together on a mid-size sports car was announced in 2012. Few details have been released since then, but BMW did confirm late last year that the project had entered the "concept phase" and that a technical feasibility study had been "successfully completed".

Senior sources have now confirmed further details, including where the car Toyota produces will sit in the firm's product line-up. Speaking at the Geneva show, Toyota Europe vice-president and product planning chief Karl

Schlicht said: "The intention with the new car is for it to sit above the GT86. It doesn't replace that model; the GT86 goes on with its own mission."

That positioning tallies with the return of one of Toyota's classic sports car names. While the Celica badge has traditionally been used for models of the GT86's size, the Supra name would give the firm a mainstream sports car flagship. It also allows the new car to be considerably more expensive than the GT86, reflecting what is likely to be a complex powertrain and high-tech construction.

As Autocar revealed last year, the two models are likely to feature a hybrid four-wheel drive set-up incorporating a BMW petrol engine and electric motors whose energy is stored in supercapacitors. BMW is understood to be bringing its

expertise in construction to the project, with the new sports car likely to follow the existing i3 and i8, and the forthcoming 7 Series, by making use of carbonfibre in its architecture.

Toyota's most recent sports car concept, the FT-1, could be seen as a preview for the Japanese brand's offering. Its 4.6m overall length is broadly the same as that of the last Supra, which was withdrawn from sale in 2002.

A model of this size would also be significantly larger than the existing Z4, but Ian Robertson, BMW's board member with responsibility for sales and marketing, has stated that the two manufacturers have come up with a proposal that can satisfy different areas of the sports car market.

"The one thing we're clear on now is that a platform for both companies can work," he said.



Supra badge was last seen in 2002 on this big six-cylinder coupé



BMW's version of the new joint venture model will replace the Z4



yota's Z4

won't be direct rivals for each other

"The cars in themselves don't actually need to be positioned the same. The platform can spawn two positionings."

"The concept works, the platform can deliver and now we have two proud sets of engineers – one group German, one group Japanese – who are each fighting and arguing for the car they want."

When asked if the platform was scalable, to allow for the sort of difference in wheelbase that there could be between a Supra and a Z4, Robertson said: "Gone are the days when one platform was one platform. Most of our platforms are scalable these days."

Robertson also said that no decision on production had been taken, but he suggested that a single factory would be used for both cars. "One part of the next phase will be deciding who builds the

car – which company and in which country. We need to find out where the markets are and whether the biggest markets are the same for both companies." It's thought that a plant in the United States or Europe is more likely to be used than a facility in Japan.

Toyota's luxury brand, Lexus, does not currently have access to the joint sports car program, but senior company officials have refused to rule out the idea in the longer term. "Toyota is next door," said Lexus's European boss, Alain Uyttenhoven. "We are one company and our head is Akio Toyoda, and we could do it. Right now, we are not going to have a common platform between BMW and Lexus. Purely speaking, though, we have access to everything which is Toyota."

JOHN McILROY



E30 M3 to inspire new M car

BMW IS LOOKING to the ever-popular E30 M3 for design inspiration for a future M car project, according to BMW Group design director Adrian van Hooydonk.

"The E30 M3 has a really big fan base, and we are going to be taking cues from it for a future product," he said.

Hooydonk wouldn't elaborate on which model might get the E30 M3 treatment, but it's likely to be a special edition of the upcoming BMW M2 (above) that could be released to celebrate the

company's 100th anniversary next year.

The M2, which is set to be launched at the end of this year, has already been spotted testing. It is expected to get more than 370bhp from a new 3.0-litre six-cylinder engine that is unrelated to the powertrains fitted to the bigger M3 and M4 models.

Key design cues that could reappear on an E30-inspired M2 include the distinctive wheelarch crease and wing. Any aerodynamic devices will be fixed. "With M cars, we try to

get the downforce right without moveable aero. It's the most authentic way," said Hooydonk.

Weight saving will also be key. M cars already feature carbonfibre and composite plastics, but Hooydonk said: "I'd have to give Colin Chapman the credit for the 'performance through light weight' mantra, but that was another big factor for the E30, and that is also a priority for us."

With the existing M235i coupé weighing 1535kg, a lightweight M2 should come in at closer to 1400kg.



BMW plots touchscreen tech

BMW IS SET to offer touchscreen infotainment systems in the near future, BMW Group design director Adrian van Hooydonk has revealed.

"We will see some big steps in how you operate the vehicle," he said. "Voice control and head-up display is a big part of that. But using an iPad on the sofa is easier than when you're on the motorway. This is a challenge we're working on. There will be a role for rotary-controlled iDrive for the foreseeable future, even as we introduce touchscreens."

Using touchscreen technology will affect the design of BMW interiors, although Hooydonk rejected the idea of a Tesla-style flat, one-piece touchscreen dash.

"A touchscreen is a big surface, and as designers we don't like to see big, flat surfaces," he said. "However, flexible screens are around the corner, and we are pushing for that. We are dreaming of a seamless integration between display and shape."

It was not confirmed how far away curved touchscreens might be, but it's feasible that they might

first appear on future i cars. Hooydonk referred to the i brand as a "think-tank that encourages us that big leaps are possible and helps us prepare for what might come. We want to keep the think-tank alive".

Hooydonk added: "Voice and touch control are things that will happen, and we want to make sure that our customers get the best. I believe that new technology will allow us to take bigger steps in the design of interiors as well."

"There will be a transition period, but we will go to touchscreen control."

RENAULT ROMANCE SEASON OOH - LA - LA!



**0% APR
REPRESENTATIVE** **£149
PER MONTH***

RENAULT CLIO DYNAMIQUE MEDIANAV 1.2 16V 75

Touchscreen navigation 16" alloy wheels 4-year warranty[†]

SEDUCTIVE OFFERS ACROSS THE RENAULT RANGE AND 3 YEARS' SERVICE PACKAGE £199** UNTIL 31 MARCH



The official fuel consumption figures in mpg (l/100km) for the car shown are: urban 40.4 (7); extra-urban 60.1 (4.7); combined 51.4 (5.5). The official CO₂ emissions are 127g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO₂ may vary according to driving styles, road conditions and other factors.

†Four-year warranty applies to new vehicles when ordered from a UK Renault-approved dealer. Warranty up to 4 years/100,000 miles (whichever comes first). For full warranty terms and conditions visit www.renault.co.uk/warranty. *Monthly payment shown based on £1,321 deposit, 48 monthly payments of £149, and an optional final payment of £5,023 (Excludes Expression and Renaultsport models). **Service package available for £199 when the vehicle is ordered and registered by 31 March 2015. Visit renault.co.uk/servicepackage. Finance provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. Subject to status. Guarantees and indemnities may be required. You must be at least 18 and a UK resident (excluding the Isle of Man and Channel Islands). Terms and conditions apply. Our dealership introduces customers to a limited number of financial providers including RCI Financial Services Ltd. Offer based on 6,000 miles per annum, excess mileage 8p per mile inc VAT. Offers cannot be used with other schemes or finance offers and are available on featured new vehicle when ordered and registered between 2 March and 31 March 2015. Participating dealers only. Clio shown has optional Flame Red Renault i.d. metallic paint, available at an additional £595.

SPY SHOT
VW TIGUAN

VW Group plans product onslaught

Three-platform strategy will bring a new model bonanza for the group's brands in the next two years

The Volkswagen Group is planning a new model blitz over the next two years, the first part of which will usher in 50 new and revised vehicles by the end of 2015.

The VW Group's extensive model roll-out is underpinned by the development of three basic vehicle architectures: the MQB for smaller models, the MLB for larger executive models and the MSB for rear-wheel-drive cars.

One of the most important models will be the all-new Audi A4. VW Group boss Martin Winterkorn revealed that the new A4 will arrive in the "last three months" of this year. A facelifted Porsche 911 is also on the way, as is a new VW Tiguan.

In a bid to turn around its ailing US operation, the VW brand will launch a facelifted version of the US-market Passat this year, a long-wheelbase Tiguan for the US and the production version of the seven-seat CrossBlue SUV.

The new A4 will be based on the MLB platform, which uses both steel and aluminium in its construction and is

assembled with welding, rivets and adhesives. The first car to arrive on this architecture was the new Q7. The A4 is expected to be the smallest model based on this platform.

At the VW annual conference last week, Winterkorn said the ability to build different models from different brands "bumper to bumper" on the same three basic production lines will eventually significantly reduce costs and improve profits.

Although the cost of engineering and rolling out the three architectures has been high, Winterkorn said the VW Group would reap "significant" rewards from that investment during the next few years.

He said some 2.7 million VW Group models – 15% of all production this year – will be based on the MQB architecture. This will leap to seven million models by 2018.

Winterkorn pointed out that 30% of Skoda's models are based on the MQB platform and the Czech brand is enjoying 7% profit margins, well ahead of the VW brand's 2.5%.

The three 'modular toolkits'

will allow production to move closer to where the cars are sold. The VW Golf and new VW Passat are already being built on the same production line in a new German MQB factory.

Today, VW has 18 plants running MQB production lines. This will rise to 29 by next year.

The transverse-engined MQB architecture will be used for models from the upcoming compact Audi Q1 SUV and Golf through to the new Passat and up to the new seven-seat SUV, which will be launched in the US late next year.

The MLB architecture will underpin all of Audi's vehicles from the A4 to the Q7, as well as the upcoming new A8. It will also be used for the next Porsche Cayenne and the new Bentley Bentayga super-SUV.

Porsche is leading development of the MSB platform. It will underpin all future front-engined Porsches as well as the next generation of Bentley road cars, including the expected production version of the EXP 10 Speed 6 sports car concept.

HILTON HOLLOWAY

VW Group sales: who did what in 2014?



THE VOLKSWAGEN GROUP
sold 10.217 million vehicles globally in 2014 and its profits before tax rose to €14.8 billion (£10.5bn), up 19% on 2013. Overall profit margins rose to 7.3%, up from 5.9% in 2013.

Of the VW Group's 12 brands, Porsche showed the greatest relative year-on-year progress, with sales up from 155,000 to 187,000.

The VW brand itself sold 6.119m cars globally, up 1.6% on 2013, but operating profits slipped by 14.4%.

Skoda shifted 1,049,682 cars and its profit margin rose from 5.1% to 7.0%.

Seat remains in the red, even though 2014 sales rose by 10% to 394,860. Its 2013 losses of €151m (£107m) were trimmed to €127m (£89.8m).

Bentley sold 11,033 cars in 2014. Operating profits edged up to £170m, although the profit margin slipped slightly to 9.7%.

Audi's sales rose 10.1% to 1.744m but profit margins fell from 10.1% to 9.6%. HH

ELECTRIC PORSCHE PLANNED

The Volkswagen Group has hinted that its Porsche brand will launch a battery-electric model in the next few years. The group is also planning to introduce a hydrogen fuel cell model under the VW, Audi and Porsche brands.



DIESEL FIGHTBACK STARTS HERE

The Society of Motor Manufacturers and Traders (SMMT) has teamed up with major car makers to launch a nationwide campaign to challenge what it calls the "increasing demonisation of diesel" as a fuel for cars.





SPY SHOT

MCLAREN SPORTS SERIES

McLaren completes its three-

Two members of McLaren's new entry-level Sports Series will be unveiled in New York next month

McLaren Automotive will next week put the finishing touches to the three-tier model line-up that it has been building since unveiling the 12C, the first of its contemporary car generation, four years ago.

Two new models from McLaren's entry-level Sports Series will be unveiled at the New York motor show next month. They will be priced at about £140,000. Like all other McLarens, they will be mid-engined, based on a carbonfibre tub and powered by a 3.8-litre twin-turbo V8. Power outputs

will be in the 500-horsepower range, so their model numbers will start with '5'.

The cars' debut means McLaren can at last offer models in each of the categories it has identified: Sports Series (the forthcoming '5' family), Super Series (650S and the newly revealed 675LT) and Ultimate Series (P1, P1GTR and their future siblings). The 12C, which McLaren said would continue in production, has been dropped because buyers prefer the newer models.

"We've been working at this plan since the company

began," said CEO Mike Flewitt. "The only car we didn't plan and agree is the P1GTR, which is a track-only model we'll sell to existing P1 owners. Everything we do in future will fit into this structure."

The debut of the Sports Series cars will bring another jump in McLaren production, said Flewitt, but he insisted the company is "about exclusivity, not volume". McLaren expects to sell around 1700 to 1800 cars this year, but output will rise beyond 3000 when the Sports Series is established.

"We should peak at about



New McLarens have a mid-mounted 3.8-litre twin-turbo V8 engine

Plug-in hybrid X5: 0-62 in 6.8sec, 19-mile EV range

OFFICIAL PICTURES



BMW HAS REVEALED details of the new plug-in petrol-electric X5 xDrive40e ahead of its launch at next month's New York motor show.

The hybrid X5 employs a 2.0-litre turbo petrol engine with 242bhp and 258lb ft, plus an electric motor, sited in the forward section of its eight-speed automatic gearbox, that produces 111bhp and 184lb ft. Combined system output is 309bhp and 332lb ft.

The electric motor draws energy from a 9kWh lithium ion battery. The rear-mounted battery reduces boot space by 150 litres to 500 litres. The recharging time is put at just under three hours.

The new BMW offers three driving modes: Auto eDrive (in which the electric motor supplements the petrol engine), Max eDrive (exclusively electric power) and Save Battery, which

maintains the battery's state of charge for later use.

BMW quotes a 0-62mph time of 6.8sec and a top speed of 131mph. The electric range is 19 miles at speeds limited to 75mph. Combined economy is 85.6mpg and CO₂ 77g/km.

BMW says the X5's chassis has been retuned for the xDrive40e. Among the standard equipment is adaptive damping and self-levelling rear air suspension.

NEW MERCEDES GLC SPIED

Sheet metal of the new Mercedes-Benz GLC has been exposed in spy shots ahead of the car's summer launch. The GLC is a BMW X3-sized SUV that will be offered in the UK for the first time. The previous version was left-hand drive only.



BENTAYGA LOSES ITS DISGUISE

The Bentley Bentayga is continuing to shed its camouflage ahead of its expected debut in close-to-production concept form at the Shanghai motor show next month. It's due on sale next year at a price expected to be north of £130,000.





Entry-level Sports Series model names will start with a '5'

tier range

4000 units when the market is mature," said Flewitt. McLaren currently sells its cars through 72 dealers worldwide and expects to build that to 100.

Meanwhile, the company has finished building its 375 P1s, will complete 40 P1 GTRs (orders closed last week) and is turning its attention to its next Ultimate Series car.

"I've always said we won't want to make a P1-and-a-bit," Flewitt said. "The next Ultimate Series McLaren has to take a very significant step over what we have. There are several

directions we could take. One would be finding ways to get more weight out of the car's structure. Another would be to take advantage of more power-dense battery packs if they became available. And there's always the promise of better aerodynamics and better software. But it could take 10 years. After all, the leap from F1 to P1 took 20."

Flewitt also scotched the idea of a McLaren SUV. "We have no such plans," he said. "We're totally committed to making sports cars."

STEVE CROPLEY



New classic show

MORE THAN 300 classic and vintage cars will be on display at Alexandra Palace in London this October, as Autocar sister title Classic & Sports Car announces its first public show.

The event will take place from 30 October to 1 November. The show

is timed to coincide with a number of motoring events in London, including the London to Brighton veteran car run, the Regent Street motor show and the Bonhams veteran car auction.

Tickets for the show will go on sale in June.



Tester's Notes

Matt Prior



Tobias Moers calls Lotus CEO Jean-Marc Gales "just a numbers man"

What do you think about Lotus?" asks Tobias Moers, boss of Mercedes-AMG. We didn't bring it up, I swear. But we're a table of British journalists on the C63 launch and Moers wants to know.

Pretty hard going, a couple of colleagues and I tell him. The new Evora has plenty of power and numerous new bits, but it's a lot of money and not as 'new' as we thought it might be. Lotus's management reckon they'll make money this year – which would be remarkable – and sales are up encouragingly. The company still makes some great-handling cars, but it has let a lot of engineers go, so what's the plan and budget for new models?

Moers doesn't just want to listen, though. He wants to say, which is much better. But he isn't particularly positive. He says he wouldn't buy a Lotus because he fears whether the company will still be around in five years' time. "In my opinion,"



Some companies still use exclusively female models at car shows

Could Aston make a decent custodian for Lotus? Mercedes-AMG boss Moers nods

all accounts, the arrangement seems to be going pretty well. Could Aston make a decent custodian for Lotus? Moers nods. "I already told that to Ian [Minards, Aston's product development director]," he says.

● One lingering thought from the Geneva motor show, whose news has otherwise mostly now passed. If you are a car maker who populates your motor show stand exclusively with female models, I am going to assume one, or more, of the following three things.

One, that you think your car is so uninteresting that no one will deign to look at it unless a model is standing next to it. Two, that you think I'm so shallow and vacuous that I won't be interested in looking at or writing about your car unless there's a model standing next to it. And three, that when you say you're serious about encouraging women to study science, engineering or business and to join and succeed in what is a transparent, equal-opportunity car industry, you're totally full of it. Because if that last point were true, at your company's most public event of the year, you wouldn't make your highest-profile female workers the ones who are employed only for their ability to stand and pose. So which of those three is it? None reflects particularly well on you.

matt.prior@autocar.co.uk

@matty_prior



3.8%
APR
representative
on loans from £7,500 to £15,000

**Our lowest ever
loan rate**

TESCO Bank | Loans

Online: tescobank.com/loans

Rate is correct as at 16/02/2015 and is subject to change. The interest rate offered to you will depend on the amount you wish to borrow and your individual circumstances. Loans available to UK residents and over 18s only, subject to status.

Tesco Bank is a trading name of Tesco Personal Finance plc. Registered in Scotland No SC173199. Registered office: Interpoint Building, 22 Haymarket Yards, Edinburgh EH12 5BH. Authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority.



A Week In Cars

Steve Cropley

Unconfrontational
Celerio impressed
on a 400-mile trip**MONDAY**

Who'd choose a boxy, 67bhp, three-cylinder Japanese car for a 400-mile round trip, London to Deeside, if more powerful options were available? I would, if the car were decent. The choice this time was a Suzuki Celerio, one of which will soon join our long-term fleet, as well as starring in next week's road test. Ahead of these verdicts, let's just say the Suzuki is compact, willing, cheerful and unpretentious. And it has perfect brakes, before you ask.

Finding reasons for liking affordable small cars is easy. Important to me is that they let you opt completely out of the 'testosterone challenge' that colours every yard you drive in an Audi R8 or BMW M3. Another plus is the ability to zip unhindered through gaps small enough to stop even a Ford Focus. But this Suzuki's most beguiling quality is its sheer willingness. There's something life-affirming about attacking a long gradient at 5000rpm and 70mph in fourth and discovering how gamely the little engine will carry that speed right to the top. Weird though this may sound, in a car five times the price and power, you're only faintly impressed

The Celerio is compact, willing, cheerful and unpretentious. And it has perfect brakes

when it crests the same hill going 50mph faster.

WEDNESDAY

Very impressed with car bosses of the UK, who came out fighting in a central London meeting today in support of the cause of cars with diesel engines. They're already selling

super-clean Euro 6 diesels despite the fact that new regs don't force them to do so until September. If you read the Sunday papers, you'll know that, as a type, diesels have been tarred and feathered recently, principally because, according to academic research, their particulates and nitrogen oxide emissions are deemed to be "killing our children".

The key point is that these latest-gen car diesels are massively cleaner than their ancestors. Emissions of particulates have fallen 96% since 1996, while output of NOx has fallen 84% since 2000. No one pretends that the job is done (not least because old-tech cars will live a long life on our roads), but it's now perfectly true to say that in places like

London, drivers can make a big contribution to clean air quality by buying a new diesel car.

THURSDAY

Talk of the devil. Took my first drive in the new 1.5-litre Ford Focus diesel and found it pokey, smooth and quiet. Seems to me it obeys the practical rule that will persuade consumers to choose such engines: it's as desirable as it is environmentally responsible.

SATURDAY

The return of warmer weather brings a welcome reduction in differences of opinion between me and the Steering Committee – when we're reversing out of our drive in the Range Rover Sport, anyway. When it's cold, the missus is inclined to jump into the car, which I've just started, and make a lunge for the seat heaters, which you actuate via the screen. However, her urgent desire for a warm bottom tends to get interrupted by the fact that I've just selected reverse, which means an image from the rear-facing camera takes over the screen, delaying actuation of the seat heaters. If JLR's systems engineers only knew the difficulties this causes, they'd fix it fast.



Can Brawn be lured back to F1?

SUNDAY

Formula 1 is back, none the worse for its three months off. Bernie is in his smoked-glass motorhome and all is right with the world. Or nearly all. One regret I have is that although F1 has several jobs tailor-made for him, there's no sign of Ross Brawn, architect of so much success at Benetton, Ferrari, Honda, Brawn and Mercedes.

Martin Brundle, who knows Brawn well, reckons there's one last F1 campaign in this high-achieving technical director, gardener and fisherman, but any offer would have to allow him to operate strictly on his own terms. Maybe today's team owners are too headstrong to cede the required authority, but I'm not giving up hope yet.

**And another thing...**

Time for our storming Pug RCZ R to depart the stable. Amazes me that in all the time we've had it, no other manufacturer has matched its exceptional 1.6 turbo engine for its mix of docility versus power.

steve.cropley@autocar.co.uk

@StvCr

FIRST DRIVES

This week's new cars

Porsche Cayman GT4

9.3.15, Portugal Weissach gives its mid-engined two-seater the hardcore GT treatment. Is this the best Cayman yet?

QUICK FACTS

PRICE £64,451
ON SALE NOW







t's "old school, but not outdated". That's how Andreas Preuninger, gaffer of Porsche's GT cars, thinks the new Cayman GT4 feels. And, as we'll discover, he's not wrong.

I suspect Preuninger is a man unaccustomed to being wrong, but nonetheless he and his Porsche colleagues felt they took a risk when launching this car. They genuinely weren't certain there was a market for a £64,451 Cayman that had received the 'GT' treatment – the go-faster specialism of Porsche's Weissach-based team.

But the fact is that if you left it until the GT4 was officially announced to try to secure one of fewer than 200 that are destined for the UK, you were too late by the order of months, and that suggests that there was quite a demand for it after all.

As well there might be. The Cayman GT4 is the first Cayman to have been gifted more power than a contemporary 911. In short, it has a current 911 Carrera S engine – a 3.8-litre flat six, making 380bhp. The powerplant has been spun through 180deg from its rear-mounted 911 home to sit in the middle of the Cayman, from where it drives the back wheels. It has a 1.4kg-lighter flywheel and some ancillaries have been relocated, but

internally it is precisely the same as it would be in a Carrera S.

It drives through a standard Cayman GTS six-speed manual gearbox – and here there's no PDK dual-clutch automatic option. The PDK is heavier and a manual is 'old school', you see. Noisy criticism of the new 911 GT3's PDK-only methodology hasn't gone unnoticed at Weissach, says Preuninger.

The rest of the GT4's hardware changes are somewhat more bespoke than the dropping in of a different engine. Let's take it from the front backwards. The GT4 is 34mm longer than a standard Cayman, because the nose is bigger. The engine demands more cooling, and reprofiling of the front end has allowed the GT4 to be the first Cayman to generate genuine downforce both front and rear.

The front suspension comes from the current 911 GT3, it sits 30mm lower than a standard Cayman and has a 13mm-wider track. Thus lowered, and adorned with 20in alloys, to my eyes the GT4 is the best-looking Cayman in the car's history.

Inside, quite a lot of weight has been removed and quite a lot of Alcantara has been added. Both fine ideas, by my reckoning, as is the shortening of the gearlever by 20mm.

Then comes that engine and



Reprofiled front end adds length, aids cooling and brings aerodynamic downforce

gearbox and the rear suspension. None of this can come from a GT3 because, if the engine did, the induction system would encroach into the cabin. Not a bad thought in theory, but probably quite tiresome in practice. The suspension can't come from a GT3 either, because that has a multi-link rear set-up rather than the Cayman's all-round MacPherson struts. However, the GT4's struts are ball-jointed for additional precision and wear lower arms from the GT3's front suspension.

Finishing it all off are the largest rear wing ever to adorn a Cayman (see sidebar, p31) and a freer-flowing

exhaust. All done, the weight is virtually the same as that of a Cayman GTS, at 1340kg unladen.

There aren't many options, but our car came with the most significant: a £2670 Clubsport pack that brings a roll hoop, six-point harnesses and a fire extinguisher. Specify it and you also have to specify £1907 seats first seen in the 918 Spyder.

Those tremendously supportive seats and bags of Alcantara hint at the fact that this is an old-school driver's car, as does the perfectly round, unadorned steering wheel. The fairly fierce exhaust bark when you twist the key completes the ➤



The GT4 shares its engine with the 911 Carrera S and its front suspension with the 911 GT3; wheels are 20in, wing is adjustable



Weight has been removed, but the Alcantara-trimmed cabin makes for an ideal driving environment. Steering wheel is devoid of controls; shorter gearlever aids precise shifts



◀ effect. The gearshift is precise and positive, the engine response sharp. Not as sharp as a 911 GT3's, but sharper than any other Cayman's. Ease up the clutch and you're rolling.

Rolling with some firmness, you'll note, but not harshness. The Michelin Pilot Sport Cup 2 tyres are 245/35 ZR20s at the front and 295/30 ZR20s at the rear.

Even on the softer of two adaptive dampers settings, the body is impeccably controlled, but that's not surprising. Porsche says the softer setting was developed for the Nürburgring. The firmer is for more modern, smooth racetracks. Neither is tuned for high-street pootling.

This, then, is a track-focused car, but don't think it fails to reward on the road. For one, it's impressively fast, not only because of the engine's 380bhp at 7400rpm but also because of the 310lb ft it makes from 4750rpm. The gearing is the same as that of the Cayman GTS, but because of the extra torque (the GTS makes

280lb ft), the GT4 always feels more urgent and never so leggy.

Then there's the engine and gearbox responses, which are slick. And there's the steering and chassis. The GT4 communicates so well on each of these levels that it's easy to break its facets down and consider them separately. Analysing the GT4 is like listening to a great talker on technical subjects – someone who can make something complicated seem extraordinarily simple.

The GT4 is so coherent, so capable and so communicative that it's ridiculously easy to assess its constituent parts. The steering, gearbox, brake response and throttle response are all so precise, predictable and linear that the GT4 is a tremendously rewarding car at any speed. Not as raw as you might expect for a car with a GT badge, but a significant enough leap over the £10,000 cheaper Cayman GTS.

Porsche says the GT4 is a track car, though, so we took it to a racetrack.



On track, the Cayman GT4 is fast, agile, beautifully balanced and throttle-adjustable

And what do you know? Porsche was right. This is one of those cars that, within a few minutes on a circuit, has you wondering just how high it would come on the list of best driver's cars you've ever driven. If I discounted all other Porsches, it would comfortably sit inside my top 10. Include cars that have 'GT3' and/or 'RS' elsewhere in their names and it's still not hovering that far outside.

Every aspect of it is impressive. The engine is strong at all revs but

spins with clarity – and quite some noise – up to a near-8000rpm soft limiter. Upshifts are a pleasure, and heel-and-toe downshifts are easier on the circuit than the road, but it'll even blip for you, if you let it. Don't, though; this is old school, remember. Only the shift from third to second can be slightly awkward, if you're rushing it, but you get the hang of that too, and from then on this is a perfectly reliable track partner. Its brakes – carbon-ceramic by

The full force – and the law

THE CAYMAN GT4 generates downforce both front and rear. It would, and can, generate even more than it does but for the fact that it would make the car illegal should anyone really, *really* care to notice.

The problem is with the rear wing, which, although large, has its size and position limited by pedestrian impact regulations. Furthermore, it cannot be legally placed into certain positions on its adjustable bracket, because it would then be too hard to see the high-level brake light.

Porsche suspects you might do it anyway – and of course

adjusting it upwards for use on track breaks no laws at all.

However, given that in one position it generates a certain amount of downforce and in another a higher amount, Porsche worries that by adjusting it you'll upset the overall aerodynamic balance. So beneath the car, behind the front splitter and just in front of the front wheels, are a pair of inserts that, when unscrewed and removed, increase downforce marginally at the front, too.

So wing down, inserts in; wing up, inserts out – and don't mention it at the MOT centre.



Despite its firm suspension, the precise and communicative Cayman GT4 is rewarding to drive on the road

option – offer tremendous stopping power and feedback in either form. The ceramics resist for longer, but both set-ups have good pedal feel and retardation. The GT4 corners with extraordinary agility and tremendous lateral grip, too.

On the standard suspension, there's a touch of understeer early in corners and a touch of oversteer later on, but mostly this is an extremely neutral car. Any front-end push can be quelled with a throttle lift or a trailed brake. Serious tail-out antics are reserved for first or second-gear corners, and only then with brutal applications of throttle. But the standard mechanical limited-slip differential and enhanced power and torque mean that the Cayman straightens its line under power quite happily out of any corner.

That's especially true once you start broaching the outer limits of its lateral grip, where the GT4 is beautifully throttle-adjustable and adept at telegraphing its attitude.

You can be in fourth with plenty of revs applied and deliberately alter the cornering stance with half an inch of right-foot movement either way.

The overall handling balance, meanwhile, can be altered by adjusting the anti-roll bars front and rear through three stages, which is a 10-minute job. Even more adjustment can be had than that, for toe and castor, but it affects the geometry so much that it's mostly reserved for those who want to fit slicks and only use the car on a track.

That'll be quite a few people. Like any GT 911, the Cayman GT4 will spawn a racing car – one, I suspect, that will be exceptionally fast. But for those of us content to have one of the finest road and track-compromised driver's cars in existence, the GT4 will do just fine as it is. You will only be disappointed if you were expecting the GT4 to feel like a mid-engined version of the GT3. It won't do that, quite, because the GT3 feels half a yard sharper again in terms of

both engine and chassis response.

Is that a problem? Not for me. This is an absolutely fabulous driver's car, but it does leave the question slightly unanswered. I imagine the GT4 could have been made to feel as fierce as a GT3, but then it would have cost rather more than £64,451, and Porsche's management would have been even more worried about whether people wanted one. I suspect they'll be less worried in future, though. Porsche has been openly surprised by the demand for the GT4 and is open to the idea of doing more high-demand, low-volume cars like this.

If they're all like this, good times are ahead, because the GT4's balance is where it ought to be: it's a traditional-feeling sports car of the absolute highest order. Given Weissach's form, it was never going to be anything other than fabulous. As it is, it's nothing less than the finest Cayman ever made.

MATT PRIOR



PORSCHE CAYMAN GT4

A driver's car of the highest order: engaging, adjustable, agile, fast, rewarding and beautifully balanced



Price	£64,451
Engine	6 cyls horizontally opposed, 3800cc, petrol
Power	380bhp at 7400rpm
Torque	310lb ft at 4750-6000rpm
Gearbox	6-spd manual
Kerb weight	1340kg
Top speed	180mph
0-62mph	4.4sec
Economy	27.4mpg (combined)
CO₂/tax band	238g/km, 37%

QUICK FACTS

PRICE TBC
ON SALE END OF 2015



Audi R8 e-tron

11.3.15 Lucerne, Switzerland Latest prototype shows what to expect from Audi's electric supercar

A good deal has changed since we last drove the Audi R8 e-tron. Having come close to limited production in 2013, only to be cancelled at the 11th hour because of concerns over its range, the first generation of the battery-powered two-seater has now been extensively re-engineered.

Like all existing R8 e-tron prototypes, the example driven here is based around the first-generation R8. There are subtle exterior design changes, including active air ducts, a flat underbody and an altered rear valance, all for improved cooling and aerodynamic efficiency.

Beneath the bodywork lurks the new electric powertrain technology showcased on the second-generation R8 e-tron revealed at last week's Geneva show. This includes a patented welding process for the 52 battery modules that was pioneered on the Volkswagen XL1 and is claimed to vastly improve the thermal

properties of the lithium ion battery cells. And whereas the earlier R8 e-tron used a 48.6kWh lithium ion battery, the new one gets a 91kWh unit. It also operates at a higher 3.6 amperes, compared with 3.2 amperes previously, giving greater discharge ability for better acceleration.

The new R8 e-tron is driven by a pair of electric motors that act exclusively on the rear wheels and deliver a combined 456bhp, some 80bhp more than before. Torque has also increased by 74lb ft to 679lb ft, all of which is unleashed the moment your foot brushes the throttle. Drive from the electric motors is sent through a fixed-ratio gearbox that now includes a coasting function – a feature that, Audi development chief Ulrich Hackenberg believes, should have been included from the outset.

To get under way, you hit the starter button, draw the stubby gearlever back to 'D' and release the electronic handbrake. The heavy throttle is linear in action and easily

modulated, making it easy to thread through urban traffic, and step-off performance is wonderfully muscular.

Because of the tall battery pack behind the seats and the fact that, as a result, the rear window is blanked off, the e-tron has a 6.8in monitor in place of a rear-view mirror to show real-time video captured by a rear-facing camera. Whether or not this feature

Audi claims it's good for 0-62mph in just 3.9sec. That's only 0.7sec slower than the new R8 V10 Plus



Bodywork is Mk1 R8, but this car is testing kit that will appear in the Mk2 version



At motorway speeds, the electric R8 still has plenty of potential to raise its pace progressively as required or accelerate forcefully if you prefer



Kable (on left) is told that a rear-facing camera provides video on a screen in place of a rear-view mirror; gearing is a single, fixed-ratio affair

appears on the production car is up in the air right now.

At motorway speeds, the R8 e-tron has plenty in reserve. Solid performance is just a fleeting nudge of the throttle away and a heavy dose of right foot delivers terrifically forceful acceleration, particularly in the 50-80mph range. The R8 e-tron weighs 1840kg, but the sharpness of

its acceleration gives the impression of a much lighter car.

Audi claims the car is good for 0-62mph in just 3.9sec. That's only 0.7sec slower than the new 601bhp 5.2-litre R8 V10 Plus and 0.3sec faster than the initial R8 e-tron prototype. The top speed is currently limited to 124mph, although this is likely to be increased for the production car.

There's an agreeable amount of feedback from the electro-mechanical steering, and superb traction thanks to a torque vectoring system that splits the drive between the individual rear wheels. The car's handling is satisfactorily eager yet neutral, with responsive turn-in, impressive grip and outstanding body control. The ride is rather firm, but it never feels uncomfortable.

On a run of 143 miles over urban streets, secondary roads and motorways, we used just three-quarters of the available electricity. At the end of the journey, the range-to-empty readout was showing 70.2 miles, suggesting Audi's revised 249-280-mile range claim is within reach.

The R8 e-tron is exceptionally well engineered and boasts truly impressive levels of quality. If it is a signal of what is to come, the production car planned for delivery by the end of the year should be one of the best-built electric cars yet.

GREG KABLE



R8 e-tron almost reached production in 2013; this is a radically reworked version



AUDI R8 E-TRON

Latest prototype promises a well-engineered electric supercar with a likely range of 250-plus miles



Price	tbc
Engine	2 synchronous electric motors
Power	456bhp
Torque	679lb ft
Gearbox	Single speed, fixed ratio
Kerb weight	1840kg
Top speed	124mph
0-62mph	3.9sec
Range	249-280 miles
CO₂/tax band	0g/km, 5%



25 – 28 JUNE

For the latest event news follow us on [facebook](#) and [twitter](#)

Admission strictly by advance ticket only • For hospitality or tickets please call: +44 (0)1243 755055 or visit

www.goodwood.com/tickets

QUICK FACTS
PRICE £143,500
ON SALE NOW



Radical RXC500

12.3.15, Silverstone Road-legal track weapon receives a turbo-induced slug of extra oomph

When we first drove the Radical RXC, it was easy to spot its weakness. So superb was its chassis balance and so eye-popping the level of downforce that it was clear the car could handle more than its 350bhp. A lot more. Now it has it with the new RXC500.

You'd think the clue was in the title but, in fact, the new car has 530bhp, courtesy of a new 3.5-litre Ecoboost Ford V6 breathing through a pair of water-cooled Garrett GT28 turbos.

Although the engine is a stock Ford part, Radical has developed the plenum intake to incorporate 12 fuel injectors instead of the usual six. Radical has also come up with its own twin-phase wastegate actuators for more precise boost management.

The rest of the car is as before, with a carbon-steel spaceframe chassis clad in composite bodywork, which, with the carbonfibre rear wing, generates 900kg of downforce at 185mph. The pushrod suspension is by double wishbones all round and

braking by fully floating discs all round clamped by six-piston calipers.

Radical's primary goal with this car is to extend its 10-year reign as holder of the Nürburgring lap record for a road car. It first broke the record in 2005 with an SR8 LM driven by Michael Vergers, who also set the existing record of 6min 48sec in the same car in 2009. The attempt will take place in August with an as-yet unnamed driver.

In the context of a purpose-built racing car, the RXC500 is a quick, complete, forgiving and effective weapon. The extra torque as much as the power of the turbo V6 means the RXC is now able to utilise almost the full potential of its chassis. In the context of a car that has air conditioning, a comfortable cabin, full type approval and numberplates, it is something closer to a miracle.

What the new engine provides is not just an ability to run from zero to 100mph in 6.8sec but also really to bring the rest of the car to life.

Whereas the normally aspirated RXC would get you into a corner at vast speed, from the apex onwards it felt, well, a bit limp.

Not so the RXC500. With turbo power, it gathers speed relentlessly, showing more than 160mph on Silverstone's Hangar Straight before flinging you into Stowe with world-class electric power steering, just a couple of snatched downshifts and one sharp stab on a braking system. And then you can pile on the power again, forcing the car to the absolute limit, where, in this very early prototype phase, it understeers just a little too much.

The way the turbos pick up the power from low revs is remarkable, as is throttle response throughout the powerband. The engine both sounds and feels turbocharged, but Radical has done such a fine job of mapping the throttle response and torque curve that you never find yourself in the wrong gear or waiting for the power to arrive.

On the downside, the engine's sound is relatively bland, its rev range is limited to little more than 6000rpm and the Quaife sequential gearbox is clunky if driven gently.

There is no doubt that £143,500 is a lot of money and that an Ariel Atom 3.5R with all the right bits on it is still probably £60,000 cheaper and, in a straight line at least, a little quicker. But with the RXC500, you're buying an on-track ability that you'll find in no other car of a similar price. If it does lap the 'Ring in under 6min 48sec, it will beat not just Radical's own record, but the time set by the Porsche 918, too. And Radical plans to drive the car there and back. On that basis, £143,500 looks cheap.

ANDREW FRANKEL

RADICAL RXC500

In terms of lap time, the Radical RXC500 is potentially the quickest road-legal car in the world



Price	£143,500
Engine	V6, 3496cc, twin-turbo, petrol
Power	530bhp at 6100rpm
Torque	481lb ft at 5000rpm
Gearbox	7-spd manual
Kerb weight	1120kg
Top speed	185mph
0-60mph	2.6sec
Economy	na
CO₂/tax band	na



Cabin is air conditioned and comfortable but ready for business; that rear wing helps to generate 900kg of downforce at 185mph





THE ULTIMATE IN PERFORMANCE UPGRADES.

AT DMS AUTOMOTIVE WE'VE BEEN UNLEASHING AUTOMOTIVE PERFORMANCE FOR OVER 18 YEARS.



DMS 1M (EVO MARCH '12)

"THERE'S A REAL RIP TO THE WAY THE REV'S PILE ON ABOVE 4000RPM"

DMS SL65 BLACK SERIES (EVO OCTOBER '10)

"IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"

DMS 135i (BMW CAR MAY '09)

"THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"

DMS 997 TURBO 3.6 (EVO SEPTEMBER '08)

"IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"

DMS 997 TURBO 3.8 PDK (EVO JUNE '11)

"DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"



BELOW IS A SMALL SELECTION OF OUR MORE POPULAR MODELS TO UPGRADE.
WE ARE ABLE TO UNLEASH PERFORMANCE FROM SMALL FOUR CYLINDER DIESEL ENGINES UP TO V12 SUPERCARS:

PORSCHE

997 TURBO/S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
996 TURBO/GT2 » 600+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
CAYENNE GTS » 440 BHP
CAYENNE TURBO 4.5 » 565+ BHP
CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 300+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

MERCEDES-BENZ

'63' 5.5 Bi-TURBO ALL MODELS » 600+BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
SL65 BLACK » 720+ BHP (+DE-LIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG » 530+BHP (+DE-LIMIT)
SL63 AMG » 560+BHP (+DE-LIMIT)
RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 389 BHP (+DE-LIMIT)
SLK 350 » 328 BHP
220 CDi ALL MODELS » 210+ BHP
250 CDi ALL MODELS » 259+ BHP
320 CDi V6 » 274 BHP
350 CDi V6 » 312 BHP
420 /450 CDi V8 » 358 BHP

BMW

M5/M6 F10 » 620+ BHP
M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618 BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M3 E46 » 370 BHP (+DE-LIMIT)
F10 520D » 221 BHP
F10 530D » 296 BHP
F10 535D » 358 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
730D » 290+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 296 BHP
X6 X50i 4.4 » 500+ BHP
535D / 335D / X5 SD » 355+ BHP
M135i Please call for more info

EXOTIC / MISC

FERRARI CALIFORNIA » 487 BHP
FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 600+BHP
LP640 » 707 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
ALL 2014 MASERATI'S Please call for more info
AUDI RS6 4.0 T V8 Please call for more info
AUDI RS6 V10 » 680+BHP +DE-LIMIT
AUDI R8 V1 » 592+BHP
AUDI RS4/R8 B7 » 439 BHP + DE-LIMIT
AUDI RS3 » 420+ BHP
AUDI Q7/A8 4.2 TDi » 400+ BHP
AUDI 3.0TDi (ALL MODELS) » 300+ BHP
AUDI S3 / GOLF R » 317+ BHP
ALL 2014 RANGE ROVERS AVAILABLE
RANGE ROVER 4.4 TDV8 » 395 BHP
R ROVER SPORT 3.0D » 305 BHP
EVOQUE 2.2 DIESEL » 240 BHP
BENTLEY 4.0 T V8 » 600+ BHP
BENTLEY CGT / F-SPUR (INC 2013) » 660 BHP
GT SPEED / SUPERSPORT » 680+ BHP

FOR ALL OTHER MAKES AND MODELS,
PLEASE CALL US.

WORLDWIDE OFFICES AND
INSTALLATION: UK » IRELAND » EUROPE
USA » ASIA » AUSTRALIA » S.AFRICA

E: SALES@DMSAUTOMOTIVE.COM

f /DMSAUTOMOTIVE FOLLOW US FOR OUR LATEST NEWS!

WWW.DMSAUTOMOTIVE.COM

UK: 0845 850 1845 INT: +44 845 850 1845



QUICK FACTS
PRICE £26,370
ON SALE NOW



Seat Leon X-Perience

12.3.15, Surrey Leon estate gets the allroad treatment with 4WD and extra ground clearance

Look past the silly spelling and the Seat Leon X-Perience makes a lot of sense. The standard Leon ST wagon is great value, roomy, practical, decent to drive and cheap to run, so it's easy to see why somebody might want all of those attributes teamed with four-wheel drive.

In the X-Perience, a new, fifth-generation Haldex clutch sends drive entirely to the front wheels in steady-state use, but up to 50% of it is diverted to the rear axle when necessary. This, combined with a ride height raised by 15mm and a 28mm improvement in ground clearance, gives the X-Perience moderately useful off-road ability to go with a towing capacity of up to 2000kg (on the manual car). The load bay remains unaffected and still offers a healthy 587 litres of space with the rear seatbacks in place.

For all that, emissions and economy are still very good, with both this manual-only 148bhp

version of the 2.0-litre diesel and the automatic-only 181bhp range-topper achieving 129g/km of CO₂ and 57.6mpg combined.

To drive, the X-Perience doesn't feel much different from a standard Leon ST, and that's no bad thing. There's more body roll, but it's progressive enough not to be a problem. Perhaps more noticeable are the pitch and dive, along with a touch of body float over undulations, but even that's easily ignored.

The steering is light and never feels very communicative, but it weights up progressively at speed and offers enough feedback to give you confidence while still making easy work of car park shenanigans.

Despite that softer suspension, the ride is a bit more unsettled than that of the standard cars. It's nothing you'd call uncomfortable, but it can jar over heavy mid-corner ruts and feel busy over high-frequency bumps and ripples. Still, it settles enough to make this a relaxed cruiser, and

the engine helps to give the car good motorway legs. The familiar engine actually gets a touch more torque in this case than the equivalent unit in other Leons, and it serves up a hefty mid-range punch that makes fast, smooth driving really easy. Given that this is a car that's undeniably non-sporting in its intentions, the 181bhp model is probably only worth the extra cash if you really want the automatic transmission.

Refinement has definitely suffered in the name of added ruggedness, though; there's a bit more suspension noise than in the Leon ST, and road roar is much more noticeable on the motorway. Engine and wind noise, meanwhile, are generally easily ignored.

The interior remains unchanged, so it is as practical as that of any Leon ST. Unsurprisingly, it's short of the outright roominess of a Skoda Octavia Estate, but it will still cope with four people and lots of luggage with ease. It also gets loads

of equipment even in SE trim (the cheaper of the two specifications available), although you have to pay extra for sat-nav unless you opt for SE Tech, as tested here.

If you're after a spacious family estate that'll handle dirt tracks, muddy yards and the odd damp grass slope with more aplomb than your average front-drive wagon, this is well worth a look. Mind you, be sure that the standard front-wheel-drive car won't do the job, because it's more refined and quite a bit cheaper. But if you must have four-wheel drive, the Skoda Octavia Scout is usefully bigger and a bit cheaper, kit for kit, making it the more common-sense choice if the Leon's sharp looks don't swing it for you.

VICKY PARROTT

SEAT LEON X-PERIENCE SE TECH

Rugged, all-wheel-drive estate adds utilitarian goodness to the Leon range; some rivals are better value



Price	£26,370
Engine	4 cyls, 1968cc, turbodiesel
Power	148bhp at 3500-4000rpm
Torque	184lb ft at 1750-3000rpm
Gearbox	6-spd manual
Kerb weight	1484kg
Top speed	129mph
0-62mph	8.7sec
Economy	57.6mpg (combined)
CO₂/tax band	129g/km, 23%



It's well equipped inside and the controls are set out neatly; there's more body roll than in a Leon ST, but it builds progressively



The ART of ENGINEERING



 Motability

Brotherwood®

Wheelchair Accessible Cars



NEW CARETE
Ford Tourneo Connect

Flat, Level
Floor



Advance Payment

£5,977



GOLD LION
Peugeot Partner Tepee

Wheelchair
Up-Front



Advance Payment

£12,495



GOODLIFE
VW Caddy Life



Advance Payment

£3,847

Discover the unique benefits of a **Brotherwood®** conversion:

Comfort

We place emphasis on wheelchair passenger comfort, ensuring that the wheelchair travels in the centre of the vehicle, on a flat, level floor. Sitting centrally within the car creates a smoother ride, with a naturally ergonomic level seating position, low centre of gravity, and excellent outward visibility.

Inclusivity

With a Brotherwood® conversion, the lowered floor, central wheelchair position and tailored passenger seats enable wheelchair users to travel inclusively with family and friends. Up front next to the driver, or between the passenger seats, wheelchair users travel as part of the social group.

Industry-Leading Warranty

Selected Brotherwood® models including the new Ford Tourneo Connect and VW Caddy Goodlife and Morelife are now also covered by our industry-leading 5-year Conversion Warranty when purchased outright, protecting your investment more than ever.

To request a brochure pack or book your **FREE**, no-obligation home demonstration

visit **CaddyGoodLife.co.uk**

or call us on

0845 619 4740



BROTHERWOOD®

Manufacturer of the Best Wheelchair Accessible Cars



NEC BIRMINGHAM
29TH - 30TH APRIL 2015

QUICK FACTS
PRICE £38,095
ON SALE NOW



Lexus NX200t

11.3.15, Surrey High-spec sports SUV outguns hybrid version with a 235bhp turbo petrol engine

It's a Marmite segment, the sports SUV class, but whether you love or hate such cars, they're increasingly popular, and Lexus wants a slice of the action with the NX200t.

Complete with a new turbocharged 2.0-litre petrol engine and six-speed automatic transmission, the NX200t is almost two seconds faster from 0-60mph than the hybrid NX300h model, but it's also more expensive.

Available only in chrome-becked, lavishly equipped F Sport trim, the NX200t costs just over £38,000, which seems remarkably expensive until you consider that a Range Rover Evoque Si4 costs more than £46,000 and a base four-cylinder Porsche Macan (which we haven't driven yet) won't have half as much kit yet will cost more than £40,000. So you can see what Lexus is trying to achieve here.

The NX200t is really not bad to drive, provided you just want a fairly fast SUV and not a rewarding one.

The engine is quiet at low revs, while the automatic gearbox slurs through its changes slowly but smoothly and in normal driving is generally in the right ratio and does what you expect it to. This, along with progressive throttle and brake response and fairly meaty, predictable steering, makes smooth driving really easy.

Drive with some attitude, though, and it all falls apart. Swing briskly into a corner and you wouldn't really know that the four-wheel drive system is – apparently – sending up to 50% of the drive to the rear axle rather than just to the front.

The NX understeers with gusto, just as if it were front-wheel drive only (which it is in steady-state driving), until you back off the throttle in order to point the nose back in the direction you initially hoped it would be heading.

There's little adjustability or playfulness, and although that steering weight and response are fine in everyday pottering, a

string and a cup offers about the same sense of connection.

On top of this, the engine feels strained and sounds unpleasantly whiney at high revs, and the gearbox struggles to respond promptly in fast driving. So it's quickly apparent that the sports element of the NX is really only skin deep.

The ride doesn't help, either. It amplifies high-frequency bumps and ruts, so you get continual fidgeting over coarse surfaces and thumps over expansion joints and the like. It's not overly harsh, but it rarely settles. The £750 optional adaptive dampers (not fitted to our test car) may well improve matters.

But for its straightforward rev counter, the interior of the NX200t is the same as that of the F Sport version of the NX300h, which means that you get a great driving position with electric adjustment and plenty of support from the seat.

There's also adequate space for two adults in the back, a decent-sized

boot and a real sense of quality to the cabin, although the layout and some of the materials – including what appears to be starched egg box cardboard around the steering wheel audio controls – feel overly fussy.

The NX200t simply isn't good enough to drive to justify the 'sport' tag, and there are better-value fast 4x4s, including the Audi Q3 2.0 TFSI 184, which is a mite slower but also many thousands of pounds cheaper. The far superior Porsche Macan S is only a few grand more expensive, too. At least the hybrid NX300h is an impressively cheap company car, but this turbocharged petrol NX200t – good looks aside – isn't exceptional in any area.

VICKY PARROTT

LEXUS NX200T F SPORT

Stylish and quick but a letdown to drive. There are plenty of better alternatives for similar money



Price	£38,095
Engine	4 cyls, 1988cc, turbo, petrol
Power	235bhp at 4800-5600rpm
Torque	258lb ft at 1650rpm
Gearbox	6-spd automatic
Kerb weight	1735kg
Top speed	124mph
0-62mph	7.1sec
Economy	35.8mpg (combined)
CO₂/tax band	183g/km, 29%



You get a roomy cabin with lots of kit and a fine driving position; there's little in the way of driver appeal and the ride can be fidgety



LUNCH C



ONTROL

The first time **Andrew Frankel** drove the 986bhp McLaren P1 GTR, the stomach-churning g-forces made him nauseous. Then he had his mind blown by the sensational performance of the track-only hypercar

WORLD EXCLUSIVE



You know it's going to be a day unlike any other when you turn up at a strange circuit in the Middle East and absolutely the slowest thing available in which to learn the track before your proper drive is a McLaren P1.

I can remember being taken around Dunsfold in a P1 and becoming aware, first, of this strange yelping noise in the cabin and, second, that it was coming from me. Only after many laps of driving it myself did its 903bhp, 2g cornering limit and brick wall braking system feel even containable, let alone remotely normal.

And this is the training vehicle, the L-plate car from whose passenger seat McLaren chief test driver Chris Goodwin is now wincing as I prod and probe my way around the Losail International Circuit, just outside Doha in Qatar.

"It's easy to get lost here," he says, words of purest self-preservation dressed somewhat skimpily as helpful advice. And he's right. The circuit is fast, flat and featureless. Next time I'm out, I'll be alone and in something so quick that, at least in terms of lap time, it puts greater

distance between itself and the P1 than exists already between the P1 and the 650S. The very thought is overwhelming and that is encouraging, for were the McLaren P1 GTR to be anything else upon first acquaintance, it would be disappointing indeed.

If you're reading this, then you'll likely know at least a little of this car already. You'll probably have clocked the P1 GTR's £1.98 million price, done the maths and realised that's fully £1.1 million more even than a P1. You'll have seen that 1000PS power figure, although you'll probably not have lamented, like me, that McLaren couldn't have made it 1014PS. That would have enabled me to call it a genuine 1000bhp car, which, thanks to the always conservative way in which these figures are calculated, it undoubtedly is. But the calculator offers a rather less catchy 986bhp, and there it must stay.

Quite a lot, isn't it? Of course, it's no more than a Bugatti Veyron offered 10 years ago, but the difference is that whereas the Veyron weighed at least two tonnes, the P1 GTR has a dry weight of below 1400kg, despite its battery pack

and hybrid powertrain. Even taking a kerb weight of 1440kg, that's 685bhp per tonne.

You can see how easy it is to obsess over the bald numbers of such a car, and now that I've driven it as fast as I can make it go and until the only yelping was from the searing pain shooting through my neck muscles, I find that amusing. The performance is interesting – very interesting, in fact. But it's far less interesting than some of the other things that this car can do.

As you will know, the P1 GTR is a car conceived to do much the same job as the Ferrari FXX and its descendants, and doubtless somewhere deep in the Woking lair, there are those who are grudgingly grateful to Maranello for proving the concept of the million-pound motor car that can neither race nor be used on the road. As business plans go, it must have seemed unlikely, but Ferrari went for it anyway.

As has McLaren. It offered P1 GTRs to existing P1 owners only and snapped shut the order book when an expected sales figure of a little over 30 units breached 40 cars. Like Ferrari, it will lay on events at key tracks all over the world. Train its →



Drivers of the P1 road car should find the GTR's cockpit familiar



GTR is 5-10sec per lap
quicker than the P1
road car at Losail

← LOSAIL INTERNATIONAL CIRCUIT



Chris Goodwin gives Frankel some pointers

← drivers in fitness and nutrition and provide one-to-one trackside tuition for those who want it. But owners will also be able to take their cars home and do with them as they will. I don't imagine too many will be turning up at a 'run what you brung' day at Mallory Park, but if they wanted to, they could. You could take it to the Nürburgring, too. Given that Goodwin reckons the GTR is between five and 10 seconds a lap swifter than a P1 around Losail, that the Nordschleife lap is four times the length of Losail and that the P1 has already gone under seven minutes there, you don't need a calculator to realise the genuinely terrifying potential within those pumped-up, drawn-down lines.

But the truth is that but a small fraction of that additional raw speed comes from the extra power and 50kg weight loss. The increase in downforce is a significant help, but the night-and-day difference is the tyres. Goodwin describes the rubber on the road-going P1 as the car's fuse, the weak link in its design, and you can see why. However good a job Pirelli did – and by all accounts it was superb – it still had to provide a tyre good enough to work in all weather conditions, for some thousands of miles over a lifespan certainly measurable in months and possibly years. Imagine, then, a tyre freed from such constraints with a need to last mere minutes at maximum attack. Imagine

It has more downforce
than a 'plain' P1; tyres
are the big difference



AS PROPER LOADS FLOW THROUGH IT, THE P1 STARTS TO TALK BACK





a stripped-out, powered-up, downforce-optimised P1 on slicks, because in the simplest terms, that is what the GTR is.

The GTR's cabin is at least familiar. Chief engineer Dan Parry-Williams says that for all the car's science fiction performance, he wanted people still to be able to relate the GTR to their P1 road cars and be reassured by that. That said, the steering wheel breaks McLaren road car rule number one and comes slathered in buttons, not just to control the extant 'push to pass' and DRS systems carried over from the road car, but also the radio, flasher, pit lane speed limiter and engine starter button. I stab it with my thumb and a small bomb goes off behind my right ear as the

twin-turbocharged 3.8-litre motor spits flame through its new and unsilenced titanium and Inconel exhausts. The door folds down and I am alone in a carbonfibre cocoon, hoping that shaking sensation is the car and not me.

Yet you drive the P1 GTR as you might any dual-clutch automatic car: tug a paddle, press a pedal and ease out into the unknown.

How do you deal with what must come next? I'd like to ease myself into the experience, but today McLaren is introducing the GTR to potential customers and apparently if you have two million quid to spend on one, that makes you more important than me. So I kick my foot to the floor and feel instantly, physically sick.

It's what happens when your inner ear finds itself on the receiving end of something entirely unexpected. It's not the extra power and torque that catch you out so much as what a set of soft slicks can do with it, namely dump the whole lot onto the hot Qatari asphalt. Only now do you realise just how well and unobtrusively the normal P1's traction systems work. But I can't just sit here wondering why lunch is fighting back, because there's work to be done.

So I start by driving at the same rate as I had earlier in the P1 road car, a pace beyond what almost anyone could imagine a car based on a street-legal design could manage. But in the GTR, it's no kind of challenge at all. I can →





You can steer as much on the throttle as with the feelsome steering

← sense the GTR getting bored, looking at its watch, wondering where Goodwin has gone. It doesn't oversteer or understeer, or squirm around on rapidly melting tread blocks as the P1 does when driven like this. It just steers. It feels arcade easy and, in that sense, actually less rather than more exhilarating than its sister with the numberplates.

Pushing harder makes it worse, because your ongoing inability to find its limit make feelings of inadequacy sprout like knotweed through the topsoil of your mind. There you are, trying to ignore the supplications of your survival senses as you angle into a curve at some preposterous speed, and there is the P1 GTR, gently caressing the apex, lining up the exit and filing its nails as it does so.

So you have to stop. Get out, go for a walk, drink coffee, do anything but drive this bloody car. I thought that by now I'd be drunk on the power and performance; in fact, I've never felt more sober in my life. You have to look the issue in the eye and ask yourself if you're still actually good enough to do this job, to drive this car in such a way as to be able to tell its story. My only consolation is that Goodwin is not surprised by my reaction, and nor is Parry-Williams, who is kind enough to tell me that he actually forgot to breathe when he first drove it. It's that sort of car.

When I climb into my carbonfibre saddle for the second time, though, it's as if McLaren has replaced the car with the P1 GTR I'd dreamt of all along. I'll not be the first to

note that the brain is a remarkable organ, and given just a little time to process the glut of information that it has just been fed, it can deploy its near-infinite capacity to adapt to its surroundings. So this time I am neither scared nor nauseated by being turned into a human cannonball every time I press the throttle, merely exhilarated beyond what I imagined the capacity of a road car might be, however comprehensively modified for a track-only environment.

Now the P1 has put down its knitting and, as proper loads flow through its suspension and over its wings, started to talk back. Steering that had seemed aloof is flooded with feel, and as we hammer from turn to turn, it's telling me the car is starting to slide. Yet this is not frightening but

reassuring. Now I know where the limit is, and I like what I'm hearing.

I thought it would be like a modern GT3 racer, set up to accept maximum braking followed by maximum acceleration with no time for any part-throttle balancing act between the two. But the GTR is not like that. It's quickest to ease gently onto the power, adding a little additional lock as the understeer gradually builds, but it's far more fun to cancel that with a slightly sharper kick of the right foot. One stint ago, I'd have feared that such a move might land me in Bahrain, but now I can feel the car addressing each corner in a state of gorgeous neutrality, trajectory controlled more by power than steering and all delivered with zero delay courtesy of the hybrid drive.

MC LAREN P1 GTR



Price	£1.98 million
Engine	V8, 3799cc, twin-turbo, petrol, plus electric motor
Power	986bhp
Torque	More than 664lb ft
Gearbox	7-spd dual-clutch automatic
Kerb weight	1440kg
0-62mph	Less than 2.8sec
Top speed	More than 200mph
Economy	na
CO₂/tax band	na



With a tailwind, the P1 GTR can reach nearly 200mph at this circuit



In the end, it is only the high-speed braking that continues to befuddle my mind. With the wind in the right direction, the P1 GTR reaches almost 200mph here, and there is no such thing as enough pressure on the pedal at that speed. The downforce is so great and the Akebono discs so mighty that I can stamp on that pedal with all the force I can muster and all that happens is the world around me is propelled into my face like a dolly zoom from a Hitchcock film. I'd like another go, but my time in the McLaren P1 GTR and at the Losail circuit is up.

As I leave the circuit, it occurs to me that by the end of the second session, acceleration that had literally made me feel ill at the start of the first felt... if not normal, then at least natural and no more

than commensurate with the surroundings in which I found myself. And I know how absurd that sounds. By far the more remarkable achievement is a chassis that will pull more than 2.5 lateral g yet still remember that despite its pulverising pace, what matters most is not how fast you go but how much fun you have going fast.

What is the P1 GTR like? Try to imagine a car with as near to 1000bhp as makes no difference that weighs under 1400kg dry. Think of the acceleration that might result, and then be advised that this is the least interesting thing it does. This is the true measure of the P1 GTR. However extraordinary it looks, you must take my word that its shape writes no cheque that the car beneath cannot cash in full. **A**



Alain Uyttenhoven
believes boldness
will bring growth



'Our cars won't please everybody'

Lexus's designs are polarising opinion. As European boss Alain Uyttenhoven tells John McIlroy, that's exactly what they should be doing

PHOTOGRAPHY LUC LACEY

Can a car manufacturer come of age? Lexus's European boss seems to think so. "We're 25 years old now," says Alain Uyttenhoven, "and I'd call that the end of puberty. We're about to become a grown-up company."

That new-found maturity manifested itself at the recent Geneva motor show with the LF-SA, a diminutive small crossover concept that drew as much criticism for its overt, complex, fussy styling as it did praise for boldness. Lexus sources, Uyttenhoven included, are at pains to state that the show car, a four-seater smaller than a Mini, is not about to appear in a showroom any time soon. And yet its very existence gives a pointer to Lexus's new approach, particularly to the European market. Whisper it, but Toyota's luxury arm has realised not merely that it can take risks, but that it really ought to.

"When we started 25 years ago, the references were all about status in the luxury car market, and we have tried for some time to somehow be like the others," says Uyttenhoven, who brought product management experience with Daimler and Opel to Toyota Europe before rising up to Lexus's top European post just over a year ago. "What we've decided is that because we are the challenger, we have to be different. We have to be distinctive, be bold and produce cars that don't look like the other offerings in the segment. What we know, from customer clinics, is that our design polarises at the moment. And we want that.



"Take the NX. It's probably our most polarising model, but we have 80% conquest with it, and people say they're coming to the car because of the design. And that's the point: design is one of the main reasons why people switch from one brand to another."

"In the past we have been the champions of loyalty, but if we want to grow – and we have this objective of 100,000 sales in Europe – then we'll have to get customers from other people. That's why we're happy with the new design direction. In customer clinics, we see that 60% of the people say, 'Wow!' and 30% to 40% of them say, 'That's not for me'. And we're fine with that. We're not chasing 50% market share; our aspirations at the moment are in single-digit percentages of the premium market. We have time to grow."

There's certainly plenty of scope for sales gains. Lexus should sell just over 60,000 cars in Europe in 2015, a third of them the new NX crossover, so that 100,000 goal is still some way off. Even if the target is reached, it'll still be less than a fifth of the brand's total output – proof of how firmly its roots are cemented in the US market. Further Europe-focused models, such as the NX, will be required.

That's likely to mean that even if a production car based on the LF-SA does arrive (and it would be safe to assume that it will happen by 2020), it is unlikely to be the only addition to the range. A range-topping GT is just as likely and considerably more advanced in planning. "I believe there will always be a group of people who are looking at gran turismo types of cars," says Uyttenhoven. "And I believe it can fit into the Lexus range. If you

look at the price of the LFA [Lexus's V10 supercar], it was at the high end of the market. We were happy to have the car, of course, but while we sold every one we produced, we only made 500 units. I would say there are other segments where you can go with halo cars, with aspirational cars, and they don't need to cost as much."

What is clear is that the deliberately controversial design language is going to continue. Uyttenhoven won't actually say which Lexus is coming next, but he does promise that it will have "the same polarising elements" as the NX.

"The danger is a design that is trying to please everybody," he argues. "For some brands, not displeasing people is becoming more important than really pleasing a smaller group of people. We'd like to think that's to our advantage." □



The LF-SA concept turned heads at the Geneva motor show, but strong sales of the NX crossover prove that Lexus's distinctive approach to styling is winning new customers



Land Rover Discovery Sport

The Freelander's replacement goes big on prettiness and packaging

MODEL TESTED HSE Luxury

- Price £42,995 ● Power 188bhp ● Torque 310lb ft ● 0-60mph 8.9sec ● 30-70mph in fourth 9.6sec
- Fuel economy 33.9mpg ● CO₂ emissions 166g/km ● 70-0mph 51.7m

WE LIKE Covetable looks ■ Flexible interior ■ Rewarding to steer



PHOTOGRAPHY STAN PAPIOR

- The hexagonal mesh and clamshell bonnet are considered by Land Rover to be signature features of the Sport. Expect to see that Discovery badge a lot more from now on, too.



- The cheapest Sport misses out on front LED foglights, and that's a shame because they are required to properly tie the necessarily butch design to the ground.



- The manufacturer is on a roll with wraparound headlights. The Sport's are intended as a new interpretation of the Discovery's design and come in a xenon and LED configuration in the range-topper.



- Cheaper models have 18in alloys. By HSE Luxury spec, they're 19in. The optional Black Pack canters into too-muchness with 20s.

Think of the Land Rover Discovery Sport as the new Freelander. Of a fashion. Because although it replaces the Freelander, it represents something rather more than that, too. It's an extension of the Discovery model line – or Discovery family, as Land Rover would have you believe it – intended to represent those who want a 'Leisure' Land Rover. For the record, a Range Rover is for those who seek 'Luxury' (naturally), while the next Defender is set to provide the 'Dual-Purpose' of extreme off-road capability plus more habitability than it currently offers.

'Leisure', then, means the ethos of the Freelander's replacement has changed a little. It's a more spacious vehicle than before, to the extent that two chairs in the boot floor make it a seven-seater, albeit a compact one.

With that comes a higher price. At the moment, the range starts at more than £30,000. It's also, for now, an extremely limited range. There is only one engine option: a 188bhp 2.2-litre turbodiesel, driving all four wheels. Jaguar Land Rover's new range of Ingenium four-cylinder engines will come on stream later.

The mechanical choice, then, is



Mk1 Freelander was launched in 1997

limited to a six-speed manual gearbox or a new nine-speed automatic gearbox, manufactured by ZF. Then, of course, there's a choice of trim level. The £32,395 entry point is an SE manual, before moving through

SE Tech and HSE trim levels and topping out at the HSE Luxury of our test car, priced at a gulpsome £42,995 when equipped with the optional nine-speed automatic gearbox.

That's a far cry from the sub-£20k three-door convertible Freelander that funked its way onto the market in 1997, accompanied by a more sensible five-door wagon. Sensible won over when it came to the five-door-only second-generation Freelander in 2006. Another generation where practicality overrides other factors brings us this seven-seat Discovery Sport today.

DESIGN AND ENGINEERING



When you learn that the new Discovery Sport will be built alongside the Range Rover Evoque at Land Rover's Halewood plant on Merseyside, it would be easy to assume that the two share the same platform. But that's only half of the truth. Although the two are largely the same at the front, the Discovery Sport is all new from the B-pillars back.

This is eminently sensible. The ➔

WE DON'T LIKE Inefficient launch engine ■ Occasionally fidgety ride ■ Too expensive at the top end



● Land Rover calls its rear skid plate "rugged", but protecting the car from an errant tackle bag looks more its style. More important, it costs £675 to have a tow bar mounted under it.



● Flanking the skid plate are two exhaust pipes – not, we suspect, because the diesel engine desperately requires it, but instead because it's vital to the car's admirable design symmetry.



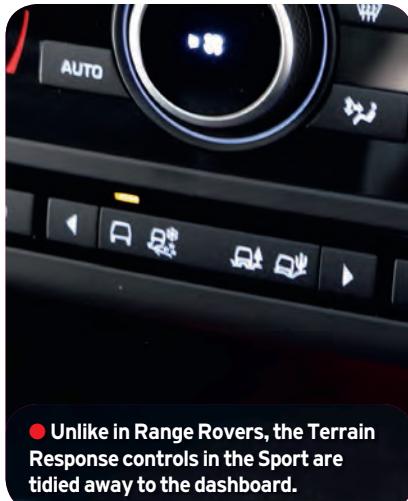
● The car's most distinctive rear-end feature is the C-pillar – a hand-me-down Discovery graphic, except raked forward here to enhance the 'bounce' quality of the Sport's styling.



● Even entry-level SE trim has rear parking sensors, but the camera (standard from HSE up) is a useful addition if you're planning a lot of towing or off-roading.



● USB charging sockets are the Sport's speciality. As well as optional ones dotted around the rear cabin, you get two up front, including this one by the cupholders.



● Unlike in Range Rovers, the Terrain Response controls in the Sport are tidied away to the dashboard.



● The Freelander retired with a gated gearstick. The Sport ushers in JLR's twisty knob, which, as it has done since the XF, rises from the console on ignition.



MULTIMEDIA SYSTEM

The Discovery Sport, like the Jaguar XE, features JLR's latest infotainment system, which is intended to right some of the wrongs long ago identified in its predecessor.

The new version has pretty, full-colour pictures and slideable screens. Mercifully, given that the manufacturer is clearly sticking with touchscreens, the 8.0in display now gets much larger icons to hit and is flanked by old-fashioned

short-cut buttons, should you wish to use something that clicks. That'll strike some users as redundant, but as the processor driving the whole shooting match seems to herald from the Pentium era, it doesn't seem imprudent.

Like most rivals, Land Rover has worked out what apps are and shoved in a few, although the potential to turn the car into a wi-fi hotspot will probably keep most occupants happy.

◀ major crash structure and most complex mechanics of a modern car sit between the axle line and the A-pillars. Making changes to those areas costs lots of time and even more money. So the subframe, with a magnesium crossmember and other components, is largely the same around the front, although, unlike the Evoque, the Discovery Sport has a pedestrian airbag in its nose.

Aft of the B-pillars, however, the Discovery Sport has a new structure that leaves it 80mm longer than the Evoque, all of which comes from within the wheelbase. The changes include a new multi-link rear suspension system that has only minimal intrusion into the passenger and luggage compartment, enabling the fitment of those +2 rear chairs.

Despite JLR's £500 million investment in its new engine plant in Wolverhampton, which will rid it of its reliance on other people's engines, there is one engine option for now: the 2.2-litre, Ford-derived turbodiesel that already does work elsewhere in the Land Rover line-up.

Here, badged SD4, it's offered in 188bhp form, which it generates at 3500rpm, with a torque output of

310lb ft at 1750rpm. That's enough, says Land Rover, to tow 2200kg – or 2500kg if you delete the +2 rear seats. That's quite a lot more than the claimed kerb weight of 1863kg, which might alarm some towers, so it's worth noting that this test car tipped our scales at a substantial 2081kg.

That portliness will affect the fuel consumption, as will the Discovery Sport's hardware. This is, after all, a Land Rover, so it isn't let out of the factory unless it will do things off road that its rivals simply can't. To that end, the Sport receives Land Rover's Terrain Response control, although because this is a coil and not air-sprung Land Rover, there's a limit to what it can adjust and its performance largely centres around tweaking of the electronic stability program.

But the Discovery Sport also has a full-time four-wheel drive system with a Haldex centre coupling and is electronically controlled so it can push power forward or aft as it pleases. The Sport is also expected to wade through 600mm of water and have class-leading approach, departure and breakover angles. Whether it can combine all those with fine on-road dynamics is what we're about to see. ➤

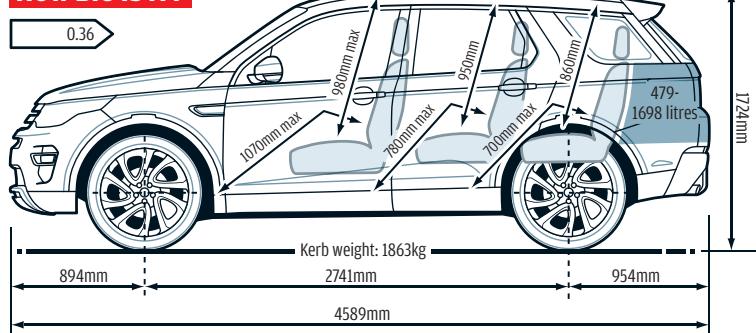


● It's comfortable, spacious and well laid out up front, and the driving position is appropriately superior. Only the lack of design flourish disappoints.



● The 60/40 split middle bench slides for leg room adjustment and to allow access to the third row. Three people can be accommodated here easily enough.

HOW BIG IS IT?



VISIBILITY TEST

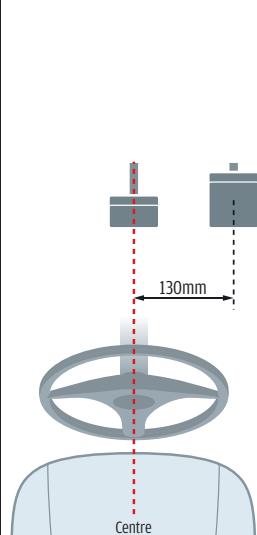
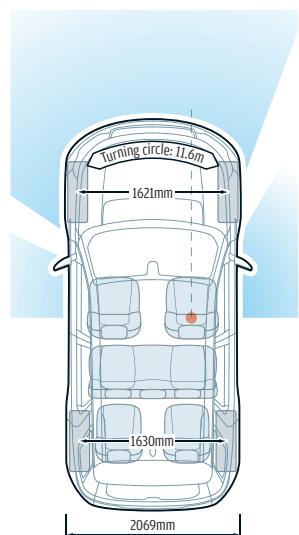
Although not as high as Land Rover's full-size offerings, the Sport still does a good job of keeping your head above the traffic.

HEADLIGHTS

Very decent with the uprated xenons that come courtesy of the HSE spec. Automatic high beam is still a pain to disengage.

WHEEL AND PEDAL ALIGNMENT

The well-spaced pedals are intended to work even if you're wearing mud-covered hobnail boots. They do.



● The fold-out headrests are not the most elegant interior design solution, but Land Rover deserves credit for finding enough room for two usable jump seats.

INTERIOR



The channel Land Rover has had to negotiate with the Sport's cabin is a narrow one. A premium look and feel are vital if the model is to compete with upmarket offerings from BMW and Audi, yet it cannot be permitted to trample on the toes of the Evoque, which remains above it in the range pecking order. Thus, the debonair sense of style in the Evoque is restrained here. This is plainly a more workaday effort. The chunky handsomeness – best expressed in the bold, straight lines and clearly labelled switchgear – owes much to the outgoing Freelander's aesthetic, although the cliff face of dashboard is pure Evoque. The driving position, happily, is merely archetypal Land Rover, meaning somewhere between crow's nest and comfy lounge chair.

A Range Rover customer would spot the bottom-line compromises

made by the manufacturer when it picked out trim materials (evident even in our high-spec test car), but a good dealer will encourage you to swivel around and regard the Sport's extra seats as the proper point of differentiation. The packaging sleight of hand is impressive – you really wouldn't think there's room, despite the 2741mm wheelbase – although its cons are obvious enough. With hardly anywhere for the second tier to go, a potentially shin-bruising clamber is required to reach the third row, making the two rearmost seats virtually adult-proof from the start. Nevertheless, the individual pews, modestly raised from the boot floor, are proper little perches rather than mere hollows, and with the sacrifice of the some leg room for the passenger in front, there's clearly enough room for fledgling legs.

As the +2 designation suggests, the arrangement is about short-haul capacity only. This is not a seven-seat family car in the conventional mould. Certainly, there isn't much load space

left once the third row is up. That doesn't significantly detract from the usefulness of the system, though. Much like the Sport's ability to climb a mountain, you wouldn't expect to use it every day, but it's nice to know it's there should you need it.

PERFORMANCE

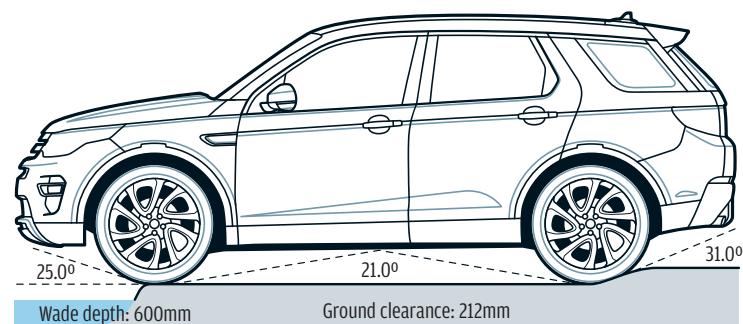


Despite its Freelander heritage, the Sport's most noticeable connection to the past is unmistakably that engine, which currently shadows everything the car does with the clatter and gunsmoke odour of yesteryear. Denying the car the new four-cylinder Ingenium oil-burner from launch is clearly the model's on-paper Achilles heel and, to a greater or lesser extent, that's the way it plays out on the road. However, although the direct-injected 2.2-litre unit is not a paragon of refinement or efficiency, its later-life development has at least ensured that it produces the unmistakable

surge expected of a modern blower-equipped diesel.

On stream, its 310lb ft of torque is a plentiful amount, and it feels that way. For a car that tipped the scales on the wrong side of two tonnes when we weighed it, a sub-9.0sec 0-60mph time is very decent. So is the 9.0sec it takes to get from 30mph to 70mph, very slightly bettering the time we recorded for the much-admired 2.2-litre engine in the Mazda CX-5 a couple of years ago.

In fact, the soft underbelly of the package is at times evident less in the 20th century motor and more in the 21st century gearbox to which it has been shackled. Rather inevitably, the transmission's keenness to keep the engine spinning at its productive mid-range pitch means that you're going to have to live with a lot of downshifting – particularly on the motorway, where the never-ending 47.5mph per 1000rpm final ratio cannot be trusted with even modest acceleration. But it's the intermittent hesitancy experienced at fast getaways that



TRACK NOTES

The quick-to-settle suspension and engaging steering make the Sport an agreeable if heavy-set companion over the hill route at Millbrook proving ground. Approaching its limit is painless and largely well telegraphed, not least because the heavy diesel engine and front-axle bias give the car a natural tendency to finally sag into understeer. The four-wheel drive remedy to this is less apparent than we'd like. You have to disengage the stability control to really feel the effect of the torque rerouting. However, back off determinedly and the chassis is sufficiently well balanced for the rear end to tuck in – until you get carried away with the potential and the ECU reawakens with giant, progress-upsetting stabs at the brake discs.

IN THE ROUGH

Alongside a Haldex-coupled, electronically controlled four-wheel drive system and low-range-creeping first ratio, the Sport comes as standard with Continental CrossContact tyres, making its capabilities first rate. Unlike in lily-livered rivals, the Terrain Response switchgear is not just for show. Its Grass/Gravel/Snow, Mud/Ruts and Sand settings are precisely tailored and manifestly different in character. When Land Rover says the Sport can scale a 45deg gradient or wade through water up to 600mm deep, we believe it. However, on test, its limit is obvious. With no adjustable ride height, 212mm of ground clearance means an obstacle taller (or deeper) than a ketchup bottle will test the car's underbody.

ACCELERATION 8deg C, dry (Discovery Sport), 11deg C, dry (Sorento)

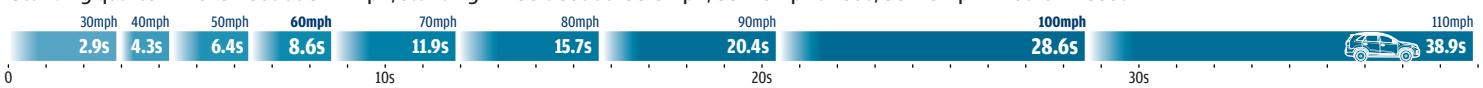
Land Rover Discovery Sport HSE Luxury

Standing quarter mile 16.9sec at 82.6mph, standing km 31.0sec at 103.9mph, 30-70mph 9.0sec, 30-70mph in fourth 9.6sec



Kia Sorento 2.2 KX2 (2013)

Standing quarter mile 16.7sec at 82.7mph, standing km 30.9sec at 103.0mph, 30-70mph 9.1sec, 30-70mph in fourth 11.6sec



BRAKING 60-0mph: 2.8sec





Discovery Sport rides well and can be driven briskly on an open road



It can be threaded along with the kind of linear delicacy rarely accorded to hatchbacks, let alone SUVs

tends to chafe. It's not quite clear whether this is a function of the gearbox's default to second – keeping an ultra-low first ratio chiefly for off-road duties – or the initial reluctance to lock up that we've sometimes encountered in other ZF-equipped Land Rovers, but the half-second of driveline bemusement is infuriating when you're trying to make a gap in the traffic.

Nevertheless, the nine-speeder's otherwise swift function (it will block change rather than cycle sequentially) and inclination to shift are what make the automatic Sport significantly faster than the six-speed manual and, as we're about to see, keeping the fire stoked is an attitude that suits the car just fine.

RIDE AND HANDLING



Of the many potential hurdles to fall at here, the first does not trouble the new Discovery Sport. Emphatically, this still feels like a modern Land Rover – and in a segment now oversubscribed with top-hatted saloon cars, the

appeal of that single fact cannot be understated. The Evoque's success has given the manufacturer licence to repeat much of the formula. Even with its bigger skin, this is a purposeful device – not so much rugged as street tough, but simultaneously lean and big-shouldered enough to justify its visual presence.

For those switching from the smallest Range Rover, it's worth mentioning that the edges are more apparent here – especially in the quality of the secondary ride, which occasionally stumbles from crisply rugged to downright bony, a vice not helped by the Sport's wider failure to isolate you from the audible machinations of the suspension.

This chivvying at the comfort levels does the car a disservice if for no other reason than that the primary ride – its capacity to soak up the low-frequency hillocks of UK roads at a cruise – is generally stellar. Again, this is the manufacturer's unparalleled understanding of how a contemporary Land Rover must be made to handle: not, crucially, as a sports saloon might, but rather how something tall, forceful and hefty

ought to. The contrivance at work among its rivals is absent, replaced by the apparently organic fluency of an SUV not disguising its amplified body movements but instead tuning them to an inner-ear-pleasing model of consistency and linear balance.

Apart from an occasionally awkward weight at manoeuvring speeds, the same finesse has been applied to the steering, which allows this mass to be threaded along with the kind of linear delicacy that is rarely accorded to hatchbacks, let alone SUVs.

Consequently, on the open road, the car can be driven swiftly and very pleasingly. Its occasional harshness and questionable refinement notwithstanding, it is the charm of this two-way relationship that defines the Sport as 'good to drive' beyond all else, and wonderfully typical of Land Rover's current output.

BUYING AND OWNING



At present, the Discovery Sport starts at about £10k less than our top-spec test car, and that's a good thing. Truth

be told, at £42k – slightly more than the starting price of a full-size Discovery – the car doesn't feel like especially good value, not because it isn't very well kitted out (it is) but because the smaller yet more stylish Evoque and the much quicker BMW X3 xDrive30d are both available for less. The fact that the BMW, despite being 68bhp superior in output and two cylinders to the good in size, also trumps the Sport on quoted economy and emissions highlights just how badly the Sport needs its new engine.

Later, a more frugal two-wheel-drive model will prop up the range. For now, though, buyers will have to make do with 44.8mpg combined – pruned to just 33.9mpg when we subjected it to True MPG analysis – and 166g/km of CO₂, a full 49g/km more than the two-wheel-drive XC60 D4, the class leader on running costs. Nevertheless, in SE auto spec, the Sport is decently equipped and generally well priced compared with its mostly German rivals, even if some of the things you really want – sat-nav, a powered tailgate, front foglights – are the preserve of the aptly named SE Tech trim and above. →

LAND ROVER DISCOVERY SPORT HSE LUXURY

On-the-road price	£42,995
Price as tested	£44,295
Value after 3yrs/36k miles	£22,375
Contract hire pcm	£634.85
Cost per mile	91p
Insurance/typical quote	31/£835

EQUIPMENT CHECKLIST

19in alloy wheels	■
5+2 seating	■
Automatic climate control	■
Cruise control	■
8.0in touchscreen	■
Bluetooth connectivity	■
DAB tuner	■
Auto wipers and headlights	■
Heated steering wheel	■
Satellite navigation	■
Front foglights	■
Powered tailgate	■
Front parking sensors	■
Reversing camera	■
Panoramic sunroof	■
Heated and cooled front seats	■
Third-row climate control with USB	£400
Two USB ports in second row	£100
InControl wi-fi	£300
Black contrasting roof	£700
Options in bold fitted to test car	
■ = Standard na = not available	

RANGE AT A GLANCE

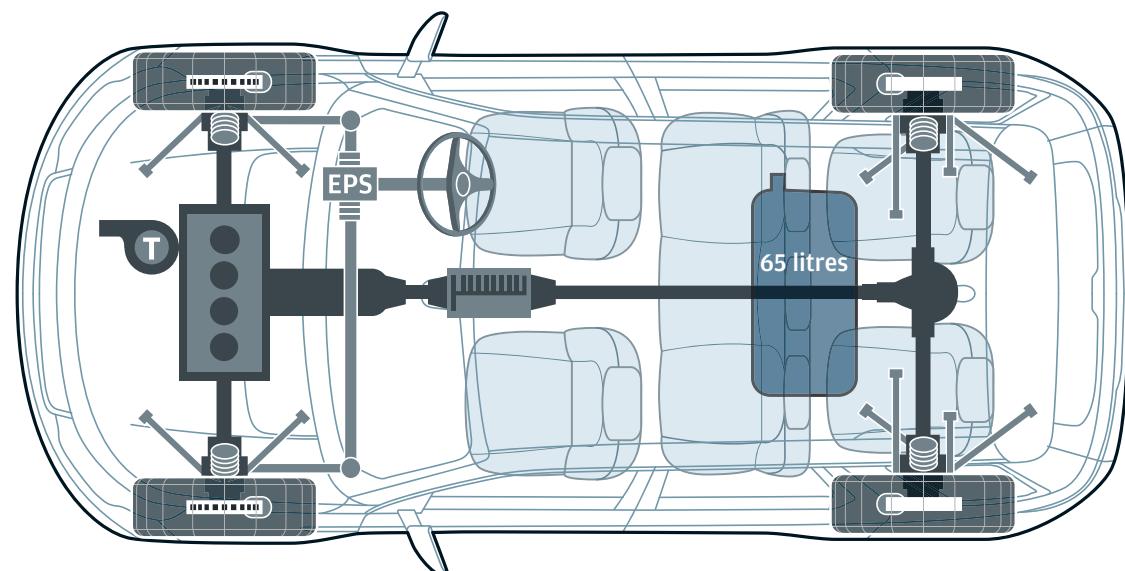
ENGINES	POWER	FROM
2.2 SD4	188bhp	£32,395

TRANSMISSIONS

6-spd manual	■
9-spd automatic	£1800

TECHNICAL LAYOUT

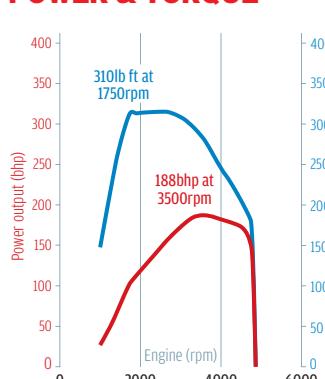
Steel unitary underbody is related to the Evoque's platform but new from the B-pillars aft. Coil springs make for a fixed ride height. Suspension is by struts up front and multi-links at the back. Four-cylinder engines drive all four wheels via an electronically actuated Haldex coupling.



ENGINE

Installation	Front, transverse, four-wheel drive
Type	4 cyls in line, 2179cc, turbodiesel
Made of	Aluminium head, iron block
Bore/stroke	85mm/96mm
Compression ratio	15.8:1
Valve gear	4 per cyl
Power	188bhp at 3500rpm
Torque	310lb ft at 1750rpm
Red line	4500rpm
Power to weight	101bhp per tonne
Torque to weight	166lb ft per tonne
Specific output	86bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1863kg/2081kg
Drag coefficient	0.36
Wheels	8Jx19in
Tyres	235/55 R19, Continental ContiCrossContact LX
Spare	Full size

TRANSMISSION

Type	9-spd automatic
Ratios/mph per 1000rpm	
1st	4.71
2nd	2.84
3rd	1.90
4th	1.38
5th	1.00
6th	0.80
7th	0.69
8th	0.58
9th	0.48
Final drive ratio	3.83

ECONOMY

TEST (TRUE MPG)	Urban	30.8mpg
CLAIMED	Extra-urban	37.0mpg
CLAIMED	Average	33.9mpg
	Urban	38.2mpg
	Extra-urban	49.6mpg
	Combined	44.8mpg
	Tank size	65 litres
	Test range	484 miles

SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar
Rear Multi-link, coil springs, anti-roll bar

STEERING

Type Electrically assisted rack and pinion
Turns lock to lock 2.4
Turning circle 11.6m

BRAKES

Front 326mm ventilated discs
Rear 301mm solid discs
Anti-lock Standard with EBD and brake assist

CABIN NOISE

Idle 50dB Max revs in third gear 70dB
30mph 62dB 50mph 65dB 70mph 67dB

SAFETY

ABS, RSC, DSC, ETC, EDC, GRC, HDC
Euro NCAP crash rating 5 stars
Adult occupant 93%, child occupant 83%
pedestrian 69%, safety assist 82%

EMISSIONS & TAX

CO ₂ emissions	166g/km
Tax at 20/40% pcm	£208/£416

ACCELERATION

MPH	TIME (sec)
0-30	3.1
0-40	4.5
0-50	6.5
0-60	8.9
0-70	12.1
0-80	15.7
0-90	20.9
0-100	27.6
0-110	39.2
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

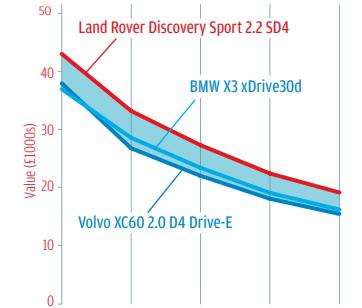
MPH	2nd	3rd	4th	5th	6th	7th	8th	9th
20-40	-	2.8	4.1	-	-	-	-	-
30-50	-	3.4	3.8	5.4	-	-	-	-
40-60	-	-	4.3	5.3	6.9	-	-	-
50-70	-	-	5.8	5.7	7.2	8.8	11.8	-
60-80	-	-	-	6.6	7.8	9.5	12.6	19.8
70-90	-	-	-	8.7	8.9	10.7	14.5	-
80-100	-	-	-	-	11.7	12.9	-	-
90-110	-	-	-	-	-	-	-	-
100-120	-	-	-	-	-	-	-	-
110-130	-	-	-	-	-	-	-	-
120-140	-	-	-	-	-	-	-	-
130-150	-	-	-	-	-	-	-	-
140-160	-	-	-	-	-	-	-	-

MAX SPEEDS IN GEAR

1	22mph	4500rpm
2	36mph	4500rpm
3	54mph	4500rpm
4	74mph	4500rpm
5	102mph	4500rpm
6	117mph	4131rpm
7	117mph	3563rpm
8	117mph	2995rpm
9	117mph*	2478rpm

* claimed

RPM in 9th @ 70/80mph = 1792/2048



● Edges the BMW and beats the Volvo on retained value. Not a bad showing, then.

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

Land Rover Discovery Sport

AUTOCAR VERDICT ★★★★☆

Practical, capable, desirable and – despite a few flaws – great to drive



Focus on the Sport's shortcomings and it's conceivable that half a star could justifiably be trimmed from its score. Although fielding a new model with a very short expiry date stamped on the engine bay isn't entirely unheard of, it remains cruel and unusual. The car also doesn't entirely convince on refinement or relative comfort.

However, the Discovery Sport appeared to have the makings of an instant hit as a show concept, and prolonged exposure to the real thing does little to dial back that impression. The rich seam of desirability that Land Rover tapped with the Evoque is readily apparent – not just in how it looks but also how it drives. That the experience is now underpinned by a car better proportioned to meet the needs of a family will prove the clincher for many buyers. Prudence may cause some to pause with the Ingenium engines in mind, but Land Rover has built a car worth waiting for.

No 5208

TESTERS' NOTES



NIC CACKETT

The removable boot floor doesn't sit snugly in position, leaving it to potentially float about like a miscreant Tupperware lid. It's hard to imagine a German manufacturer signing off such a flimsy bit of fitting.



MATT PRIOR

Decided to wear gloves to see if I could operate the Sport's buttons in winter farmer/dog walker mode. I could. That's good enough for me.

SPEC ADVICE

Avoid the manual gearbox. Avoid the top spec. And definitely avoid the manual gearbox in the top spec. As it is now, we'd take the automatic in SE Tech trim. We'd add all the optional USB sockets, too.

JOB FOR THE FACELIFT

- Sort out the gearbox's intransigence.
- Iron out the secondary ride.
- Did we mention the engine?

**AUTOCAR
ROAD TEST
TOP 5**



MAKE	BMW	LAND ROVER	VOLVO	AUDI	VOLKSWAGEN
Model	X3 xDrive30d xLine	Discovery Sport HSE Luxury	XC60 D5 AWD SE Lux Nav	Q5 2.0 TDI S line Plus	Touareg V6 TDI SE
Price	£41,595	£42,995	£38,790	£39,060	£43,415
Power	254bhp at 4000rpm	188bhp at 3500rpm	212bhp at 4000rpm	175bhp at 4200rpm	201bhp at 3200rpm
Torque	413lb ft at 1500rpm	310lb ft at 1750rpm	310lb ft at 1500rpm	280lb ft at 1750rpm	332lb ft at 1250rpm
0-60mph	5.9sec (claimed, to 62mph)	8.9sec	8.1sec (claimed, to 62mph)	9.0sec (claimed, to 62mph)	8.7sec (claimed, to 62mph)
Top speed (claimed)	144mph	117mph	155mph	124mph	128mph
Fuel economy (combined)	47.9mpg	44.8mpg	49.6mpg	47.1mpg	42.8mpg
Kerb weight (claimed)	1875kg	1863kg	1921kg	1820kg	2185kg
CO ₂ /tax band	156g/km, 27%	166g/km, 29%	139g/km, 23%	159g/km, 27%	173g/km, 30%
Verdicts on every new car, p70					
Six-pot BMW is still the outstanding £40k usability-minded five-seat SUV.					
Another convincing modern Land Rover with lots of handling finesse, style and capability.					
Fine mix of efficiency, capability and performance. A bit plain to drive and short on refinement.					
Beats the Landie on value and economy but not power or pace. Plush. A bit charmless to drive.					
Bigger than the rest here but close on price. Only true match for the Landie's 4x4 capability.					

Verdicts on every new car, p70

YOUR VIEWS

Write to Autocar
autocar@haymarket.com

LETTER OF THE WEEK

Knocked for six by the new Bentley

What an utterly gorgeous concept car the Bentley EXP 10 Speed 6 is – from its voluptuous exterior to its stunning interior and superb use of traditional leather, wood and copper, mixed with the latest technology.

It's a car I want to touch. It's a car I want to smell. It's a car to excite your senses. Let's hope it's available with the 4.0-litre V8, because I want to hear it, too. Let's also hope Bentley's customers have raided their Swiss bank accounts and are demanding that Bentley build it. I'll take mine in the exact colour combination of the show car, please.

Paul Tucker
Newbury, Berkshire



WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

Valet PRO®
PROFESSIONAL VALETING SUPPLIES

DIESEL: BEEN THERE, DONE IT

In his fast diesel estate test ('The Boot Race', 4 March), Andrew Frankel states: "While the Focus is not Ford's first fast diesel, never before has one been accorded an ST badge".

Not so; the Mondeo of two generations ago had two ST variants in the line-up: an ST220 petrol V6 and an ST TDCi 2.2-litre diesel. I had the wagon version of diesel. It was a fine machine.

Dr John Cartwright
via email

FASHION VICTIMS

The fads and fashions of interior design come and go, but some outstay their welcome. Why, for example, do designers persist in using archaic wood alongside digital dashboards and touchscreens? It's just wrong. The latest fad is fitting bits of carbonfibre trim inside anything from a small family hatch to a huge SUV.

My Alfa Romeo SZ has a carbonfibre dashboard and centre console to complement its carbonfibre rear wing, but that came out in 1989. In 1994, Zagato had redesigned the car to create the RZ roadster with not a trace of carbonfibre to be seen. Its time had passed.

Stuart Underwood
Weston super Mare

Morgan might beg to differ with your opinion that wood has had its day – MB

SQUARE DEAL

I remember the ridicule afforded, in your columns elsewhere, to the quartic steering wheel of the Austin Allegro. I give you... LaFerrari. Also with a quartic wheel. Whatever is wrong with round?

Dr Peter Swinyard
Swindon

The rest of the Allegro wasn't great, but the rest of LaFerrari is – MB



Spot the LaFerrari-Austin Allegro link

NOT SO SMART AFTER ALL

I have owned nine Smarts of various incarnations since 1998. I imported my first left-hand-drive one from Belgium, and my final one will be the Smart EV I'm currently running.

In 1998, I paid £6500 for a fully specced car. In 2013, my Smart EV cost a 'net' £15,550 after the £5k government EV grant.

What started out as a quirky and cheap city car has relentlessly moved up into the 'well, that's an awful lot of money' category.

I viewed the latest model in the flesh and it reminded me of my daughter's Toyota iQ, but only far more expensive and with less accommodation.

I'll find something else that's more comfortable, driveable and better value. Shouldn't be too difficult.

Mike Greene
via email

AUTOCAR What you're saying on autocar.co.uk

Aston Martin's DBX concept

I like it. It's a world away from the cosy and repetitive world of Aston Martin we've been seeing for the past decade or so.
jmd67

Brands can move into unlikely territory, but they need to be sure there is space for the product among consumers.
johnfaganwilliams

This is much better-looking than Aston



Martin's last SUV concept.
wmb

The design lacks cohesion. Concepts should have a

'wow' factor, not a 'whoa' factor.
Symanski

Sometimes pushing boundaries isn't good.
Speedraser



NEXT WEEK

Inside the magazine – on sale 25 March

COMPARISON



Porsche Cayman vs rivals How will it fare against BMW's M235i and Audi's TTS?



ROAD TEST

Suzuki Celerio

New Japanese city car gets the full road test treatment



FIRST DRIVE

Range Rover Sport SVR

Most powerful Land Rover in the firm's history assessed

INSIGHT



Lightweight car tech Edag's Light Cocoon shows the potential for ultra-efficient cars

CONTENTS SUBJECT TO CHANGE



The two-seat Smart has become notably pricier over the years

GOOD CALL, PORSCHE

Regarding Andy Armstrong's letter berating manual gearboxes (Your Views, 25 February), how can a 'driver' of a car like the Porsche Cayman GT4 be disappointed by a manual change? When every new car is being introduced with more electronics that sit between the driver and the 'feel' of the road surface, Porsche should be congratulated on delivering a driver's choice.

Bob Bull
via email

MANUAL GEARBOX IS A MUST

Andy Armstrong says shame on Porsche for "going back to the Dark Ages" and fitting a manual gearbox to the Cayman GT4. Sports cars are about emotion and pleasure, not only pub bragging numbers.

A manual gearbox is a must for complete interaction between driver and machine. The pleasure from a perfectly

executed heel-and-toe downshift is far more valuable an experience than saving 0.2sec to 60mph.

Kerry Giddings
via email

SWIFT SUZUKI

Just read your piece about Suzuki's response to the brake issues with the Celerio ('How Suzuki fixed the Celerio', 4 March). Suzuki needs to be commended on its rapid response, diagnosis and resolution of the issue.

Its response has been so much better than those seen in other recent problems, such as the Takata airbag and the GM ignition switch recalls ongoing in the US.

Suzuki has acted promptly, quickly and honestly. Well done.

Andy Latham
via email

FLYING V

It's a pity that Aston Martin didn't do its historical research a bit better before naming its new hypercar as the Vulcan. RAF Gaydon, where Aston Martin's factory is located, never did operate Vulcans while in RAF service. It was the home of the first Valiant unit, 138 Squadron, and also of the Victor Operational Conversion Unit, 232 OCU, though. I'd venture to suggest that calling the car after either of the other two V bombers would have been even better than the one they chose.

Kit Spackman
Lydney, Glos



Is 'Vulcan' the best name for this Aston?



OUR CARS

A week in the life of Autocar's fleet

ALPINA

D3



Steve Sutcliffe

AUDI

A6 AVANT



Barnaby Jones

AUDI

TT



Stan Papiro

BMW

X5



Andrew Frankel

CATERHAM

SEVEN 160



Colin Goodwin

CITROËN

C4 CACTUS



Lewis Kingstone



Honda Civic Tourer

FINAL REPORT Honda's 1.6-litre diesel estate may not get the pulse racing, but it has been a hit for its practicality and efficiency during the past year and 17,000 miles

Time is up with our Tourer, and I'm going to miss it. I'm going to miss its easy-going nature, its slick, smooth, new-tech 1.6 i-DTEC engine and the void under the boot floor that holds a week's worth of grocery shopping. I'm not going to miss its untethered screenwash filler cap, which too easily finds itself lost in the murky recesses of the engine bay, or forgetting to release the fuel filler flap before going round to the other side of the car to fill up.

Most of all, though, I'm going to miss the remarkable fuel economy. The Civic Tourer, in 1.6-litre diesel form, you may remember, is the car that won the 2014 MPG Marathon, recording a staggering 97mpg over two days and 330 miles in the hands of some Honda engineers. In careful day-to-day use, our car regularly recorded figures in the mid-70s, with a giddy high of 82mpg on one feather-footed occasion. So infrequent were visits to the fuel station that it's no

wonder I kept forgetting how to open the filler cap.

Although it's a big deal to many people, impressive fuel economy isn't the be all and end all of choosing a new car. So how has the Tourer fared otherwise during the past 12 months? Well, it isn't exactly thrilling to drive, but it does nothing wrong. The Tourer is an entirely competent steer and devoid of drama and uncertainties, but so, too, is it devoid of any of the engagement

you'll get from a Ford Focus. That said, I had a lovely time thrashing it fully laden through France and over the Alps last summer. Our EX Plus car's standard-fit three-mode Adaptive Damper System adds a hint of interest to the overall dynamic but, in truth, the set-up works better as a wholly effective way of compensating for a heavy load than a system for dramatically altering the car's handling characteristics.

That trip to France also proved just

LOVE IT



ENGINE

Refined, free-revving 1.6 i-DTEC belies its capacity. Manual gearbox is a hands-on pleasure, too.



ECONOMY

Not only is the engine nicely refined but it's also spectacularly economical. Our best was 82mpg.



PRACTICALITY

Magic Seats and a big boot mean it's like Dr Who's Tardis inside, only with more luggage space.

LOATHE IT



INTERIOR AMBIENCE

It feels too dark inside. Some lighter, brighter trim would better suit the Civic's nature.



PRICE

It's too expensive alongside rivals, especially in the high-end EX Plus spec of our test car.

HONDA
CIVICJAGUAR
F-TYPEKIA
SOUL EVMAZDA
3MINI
COOPERPEUGEOT
RCZ RRANGE ROVER
SPORTRENAULT
TWINGOSEAT
LEONTOYOTA
GT86VOLVO
V60

Tim Dickson

Nic Cackett

Hilton Holloway

Luc Lacey

Mark Tisshaw

Steve Cropley

Steve Cropley

Matthew Burrow

Matt Burt

Matt Prior

Hilton Holloway



Tourer proved its worth on a fully laden trip through France



It was easy to forget to press this first



Untethered screenwash cap kept escaping



Three-stage dampers are standard fit



Handling is competent but no more



An awful lot of stuff could be piled into the Civic's load bay

TEST DATA

HONDA Civic Tourer 1.6 i-DTEC EX Plus

TEST STARTED 19.3.14

Mileage at start 225

Mileage at end 17,450

PRICES

List price then £27,460

List price now £26,140

As tested £27,960

Dealer value now £18,210

Private value now £17,134

Trade value now £15,738

OPTIONS

Metallic paint £500

FUEL CONSUMPTION AND RANGE

Claimed economy 72.4mpg

Fuel tank 50 litres

Test average 59.6mpg

Test best 82mpg

Test worst 44.4mpg

Real-world range 656 miles

TECH HIGHLIGHTS

0-62mph 10.5sec

Top speed 121mph

Engine 4 cyls, 1597cc, turbodiesel

Max power 118bhp at 4000rpm

Max torque 221lb ft at 2000rpm

Transmission 6-spd manual

Boot 624-1668 litres

Wheels 17in, alloy

Tyres 225/45 R17 Michelin Primacy

Weight 1440kg

SERVICE AND RUNNING COSTS

Contract hire rate £331

CO₂ 103g/km

Service costs £229

Other costs None

Fuel costs £1529

Running costs inc fuel £1758

Cost per mile £0.10

Depreciation £12,222

Cost per mile inc dep'n £0.80

Faults Temperature sensor replaced, screenwash filler cap gone AWOL

PREVIOUS REPORTS

10 Mar 2014, 9 Apr, 14 May, 28 May, 2 Jul, 6 Aug,

10 Sep, 24 Sep, 15 Oct, 29 Oct, 12 Nov, 26 Nov, 31 Dec,

21 Jan 2015, 25 Feb

Our 1.6 i-DTEC Civic regularly recorded fuel economy figures in the mid-70s

how much stuff it's possible to cram into the car. Clever packaging, including the flip-up Magic Seats (plus the absence of a spare wheel), means it's truly huge inside, so if you have a genuine need to carry an awful lot of stuff frequently, this really could be the car for you. Don't expect to be overawed by the cabin ambience, though. The materials, fit and finish are all of a tactile and durably high quality, but the overall aesthetic combines a mishmash of dashboard design with 50 shades of dark grey and black, so it's dreary. By way of contrast, a Volkswagen Golf's cabin is bright and breezy with an almost open-plan feel.

The other stumbling block is price. This is an expensive car alongside its rivals. How expensive? Honda has recently dropped prices across the

Civic range, so the basic S-spec, petrol-powered entry point for a Tourer now starts at £18,650, and our EX Plus diesel drops from £27,460 to £26,140. But even so, a Focus 1.5 TDCi Estate in top Titanium spec costs £22,095, and a Golf 1.6 TDI Estate in VW's mid-order SE trim but nonetheless a rung or two farther up the premium ladder is £22,085. Honda's EX Plus trim is extremely generous, but you've got quite some leeway there to add extras to the Ford and VW. Even the 2.0 TDI Golf Estate in top-end GT spec undercuts our car by more than £1000.

Clearly, the Honda represents better value in a lesser trim, with the SE Plus 1.6 i-DTEC appearing to offer the most appealing compromise of kit (dual-zone climate, front foglights, parking sensors

and camera, auto lights and wipers and 17in wheels) and cost. It will still set you back £21,570, or £22,180 with sat-nav.

Ultimately, any buying decision that drives you to a Civic Tourer will be swayed as much by subjective reasons as objective ones. I really took to ours over 17,000-odd miles, but it's not a car that's necessarily going to grab you on first acquaintance. Aside from the cast-iron positives such as its impressive diesel engine, remarkable fuel economy and large and practical load space, it's as likely to draw you in with its distinctive looks and, perhaps, an already ingrained brand loyalty; Honda dealerships tend to be pretty pleasant places to visit and do business with, and that really matters for a lot of people. But whatever might sway you towards a Civic Tourer, it's unlikely to be the price. Which is a real shame, because Honda's likeable load-carrier deserves a wider audience than, sadly, it's likely to get. tim.dickson@haymarket.com

Free McLaren Honda cap

When you subscribe
today

GREAT REASONS TO SUBSCRIBE

FREE McLaren Honda cap

Choose either 'Team Jenson' or 'Team Alonso' as this month's free gift

SAVE 30% on the cover price – just £31.99 every 13 issues by Direct Debit

FREE DELIVERY direct to your door

PLUS subscriber-only offers and discounts



**STYLISH,
BRAND NEW
REPLICA
TEAM WEAR
FOR 2015**

Cap comes with the driver's number on the front and embroidered signature on the back.

CALL 08448 488 816 OR VISIT

themagazineshop.com/tacar-mar15 quoting M0315B for print and digital access or M0315P for print only

Print only
13 issues for
just £31.99



**Save
30%**

Print and digital bundle
Upgrade to include digital access for only £5.50 every 13 issues
(quote M0315B)

OR



TERMS & CONDITIONS: This offer is open to UK residents only. Overseas rates are available on +44 (0)1795 592 972. Please allow 35 days for delivery of your gift and first issue. The gift will be sent under separate cover from the magazine. Should we run out of gifts, you may be offered an alternative gift; there is no cash alternative. If you subscribe to a bundle offer, you will be emailed instructions on how to access your digital subscriptions within 24 hours of your order being processed. Direct Debit rates are valid for one year, after which they are subject to change; should prices change, we will inform you in writing. We ask that you enter into a Direct Debit agreement with the intention that your subscription will continue for a minimum period of 12 months, even if the frequency of payment is for a shorter period. However, you will still have the right to cancel your Direct Debit in accordance with the Direct Debit Guarantee. Should you wish to cancel your subscription, it will be cancelled on expiry of the current term, which will not be refundable, other than in exceptional circumstances. If a gift is included as part of the subscription offer, we reserve the right to request the return of the gift. Details of the Direct Debit Guarantee are available on request. Savings are based on the standard UK cover price of £3.50. Offer ends 8 April 2015.



The exhaust button is difficult to resist



Jaguar F-Type R Coupé

Mileage | 10,130 The F-Type's growing traction issues suggest it needs new rear tyres

Our F-Type R has now breezed through the 10,000-mile mark – or rather, it has slithered across it, given that the rear tyres are not in the best of condition. Small wonder, really, that even the road testers draw breath now when anyone has the temerity, the sheer nerve, to reach for the Jaguar's key. The 542bhp two-door has a reputation for being lively at the best of times; now, on greasy roads that can still have a touch of frost in the morning, it's a right old handful. Handle with care and all that.

Still, even with kid gloves on, the F-Type remains a car with a great sense of occasion. The neighbours won't thank you for firing it up much before 10am, and it's impossible to resist flicking the exhaust button to activate the full-on crackles and pops on downshifts.



Rattling speakers can even be heard over the tyre roar

Traction? Pah. Who needs it?

The cabin has stood up better than you may have expected after 10,000 miles of abuse. There aren't really any trim rattle to speak of – although oddly, one of the left-side speakers on the Meridian stereo system is resonating quite badly with certain frequencies of sound. You can hear it buzzing even above the tyre roar – and there's plenty of that on motorways.

Perhaps it's down to the fact that the F-Type R now comes with a health warning, but fuel economy is holding up better than expected. Our car has averaged 22.8mpg so far, which isn't going to solve the world energy crisis overnight but is actually pretty respectable for a car whose performance figures – a top speed of 186mph and 0-60mph in 4.0sec – lie on the fringes of supercardom.

If we're going to get anywhere near to exploiting the car's full potential, though, we're going to have to get a new set of rears fitted – so it's time to head over to the local tyre depot for a bit of credit card meltdown.

Spring is nearly here and the roads are starting to dry out; it would be criminal if our F-Type wasn't in the mood to enjoy them to the full.

john.mcilroy@haymarket.com

Jaguar F-Type R Coupé

Price £85,000 **Price as tested** £96,500
Economy 22.8mpg **Faults** Rattling speaker
Expenses None **Last seen** 18.2.15

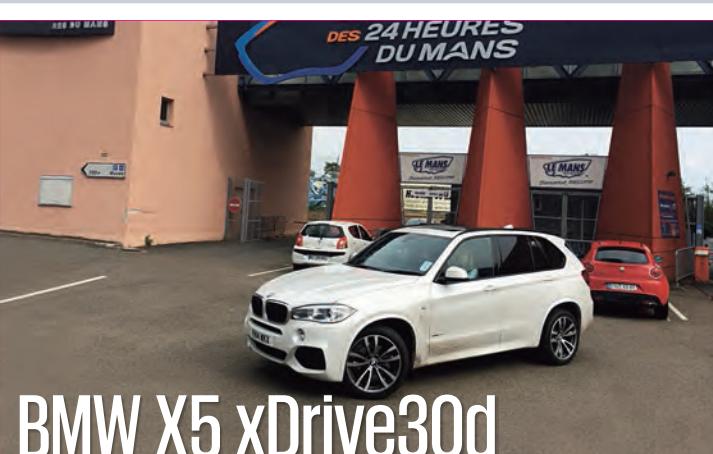
of racing drivers who have come here during the past 82 years.

As for the X5, it was superb – fast enough to give an impression of speed, but not so fast as to scare the distaffs. It was poised and stable, even over the crests and curves leading down to Indianapolis. In short, it behaved as a BMW should, SUV or not.

andrew.frankel@autocar.co.uk

BMW X5 xDrive30d M Sport

Price £52,945 **Price as tested** £63,010
Economy 32.7mpg **Faults** Chassis fault alert
Expenses None **Last seen** 4.3.15



BMW X5 xDrive30d

Mileage 6889

One of the great reliefs of my life was discovering that neither of my daughters has the slightest interest in cars. I love cars, but I also eat, drink, sleep and breathe them for more hours a week than is healthy. So I get to come home, switch off and talk

about far more important stuff, like whether Hitler or Stalin was the bigger baddie and how a blue and black dress can appear to be white and gold.

Yet just occasionally my world and theirs coincide, and the consequences are rarely pretty. One day I'll find a way of persuading Autocar's editor to

let me recount what happens when you try to lap the Targa Florio course in a rented Fiat Stilo estate with two car-sick children and one furious wife on board.

More recently, however, a trip through France in the X5 took us conveniently close to Le Mans. In my working world, there is probably no place nor any subject closer to my heart, and I felt sure a short jaunt around the Circuit de la Sarthe would have a far less calamitous effect on the digestive tracts of my now teenage children and the mood of my missus than our Sicilian adventure.

For once, I was right. I would say at least two-thirds of the eight-and-a-bit-mile lap are still public roads, and they seemed to have a genuine interest in seeing this place that meant so much to me. For a change, the traffic was light, so I was able to travel at better than the smoky camion pace that is usually standard fare around here.

They marvelled at the Mulsanne Straight and thought Arnage pretty pointless, a view shared by thousands



A stable drive for sensitive stomachs

Volkswagen Golf R

2.0 TSI 300 3dr

Saving £3,301

OTR £26,849

Fuel consumption in mpg (l/100km)
Urban 30.1 (9.4) Extra Urban 47.9 (5.9)
Combined 39.8 (7.1) Co2 165g/km

THIS MONTH'S STAR CAR



Mercedes-Benz C-Class Saloon

C220 BlueTEC SE 4dr

Saving £3,493

OTR £26,287

Fuel consumption in mpg (l/100km)
Urban 58.9 (4.8) Extra Urban 83.1 (3.4)
Combined 70.6 (4.0) Co2 103g/km



Nissan Qashqai

1.5 dCi Visia 5dr

Saving £1,996

OTR £18,019

Fuel consumption in mpg (l/100km)
Urban 67.3 (4.2) Extra Urban 78.5 (3.6)
Combined 74.3 (3.8) Co2 99g/km



Audi A3 Sportback

1.4 TFSI 125 SE 5dr

Saving £2,184

OTR £18,311

Fuel consumption in mpg (l/100km)
Urban 42.2 (6.7) Extra Urban 68.9 (4.1)
Combined 55.4 (5.1) Co2 117g/km



NEW 2015 Audi Q3

2.0 TDI 150 SE 5dr

Saving £2,886

OTR £23,994

Fuel consumption in mpg (l/100km)
Urban: 53.3 (5.3) Extra Urban 68.9 (4.1)
Combined 61.4 (4.6) Co2 119g/km



SAVE
10%

NEW 2015 Skoda Fabia

1.2 TSI 90 SE 5dr

Saving £1,539

OTR £11,851

Fuel consumption in mpg (l/100km)
Urban TBC Extra Urban TBC
Combined TBC Co2 107g/km



SAVE
12%

Volkswagen Golf Match

1.6 TDI 5dr

Saving £2,492

OTR £18,898

Fuel consumption in mpg (l/100km)
Urban 61.4 (4.6) Extra Urban 85.6 (3.3)
Combined 74.3 (3.8) Co2 99g/km



SAVE
12%

Mercedes-Benz GLA

200 CDI Sport 5dr

Saving £2,304

OTR £23,961

Fuel consumption in mpg (l/100km)
Urban 51.4 (5.5) Extra Urban 72.4 (3.9)
Combined 62.8 (4.5) Co2 119g/km



SAVE
9%

Great deals with a 5-star service



Customer Service
Rated 5/5 stars
by *What Car?* April 2010



Deposits and final balance paid direct to dealer



No imports or pre-registered cars



All cars supplied by franchised UK dealers



Full UK manufacturer's warranty



Use your local dealer for service and warranty work



Main dealer promotional finance available



Renault Twingo

Mileage | 810 Our city car steps out of its comfort zone to try its hand on the motorway

It's been nearly a month since the Twingo arrived on the Autocar fleet. In that time, I've struggled to keep hold of the keys. People want a go in the interesting new city car.

The miles are piling on, too, and I've finally taken the car out of its natural urban environment to find out how it copes on the motorway.

It's worth reiterating the point that the Twingo is not a fast car. An official 0-60mph time of 14.5sec couldn't be matched by our road testers (they managed it in a more leisurely 17.6sec), so when I took the Renault on a run from London to Oxford on the M40 I quickly learned that it takes some work to keep up with faster traffic. The shortage of pace isn't really a problem in town, but it's a different matter on the motorway, especially when that motorway climbs uphill. A number of times I had to change down to fourth to maintain momentum – and the car would have liked me to change down more often than I did, if the gearshift indicator is to be believed.

So the Twingo isn't the most relaxing motorway companion. There's lots of wind and road noise, too, and the light steering does nothing to fill the driver with confidence.

Luckily, our Twingo spends most of



Twingo's super-tight turning circle is a boon in town

its time within the M25, and here, I'm pleased to report, it performs much better. It doesn't feel as out of its depth as it does on the motorway, and it's quieter, which is a blessing. Bumps unsettle it a bit but not terribly.

The best thing about the Twingo is the turning circle. It's quite astonishing and is prompting me to do turns in the road just because I can. I wonder if that novelty will wear off any time soon. As well as serving as a party trick, the tight turning circle helps with manoeuvring in cramped London car parks. It's a real shock to get into a different car and not be able to keep turning the steering wheel as far as I can in the Twingo.

Another important feature of the Twingo is the smartphone dock that juts out of the dashboard. It sounds like a great idea, and it is useful, but there are some issues with it that hopefully Renault will be able to iron out. For example,

neither USB port (there's one on the dock itself and one on the front of the radio) is able to charge my iPhone. I've used the cable supplied by Renault – which elicits a 'this is not supported' warning from my phone – and an Apple cable. It seems there isn't enough power coming from the socket. If the iPhone is fully charged, it keeps most of its charge, but if it's anything below it will lose power as we go along – a situation not helped by both the Bluetooth and GPS having to be on if you want to navigate using the Renault app.

The other issue? The maps on my version of the app have become corrupted, so I'm going to have to reinstall them. It isn't quite as plug-and-play as we'd hoped, then, but it's a step in the right direction if the teething problems get resolved.

matthew.burrow@haymarket.com

Renault Twingo 1.0 SCe 70 Play

Price £9995 **Price as tested** £10,735

Economy 62.8mpg **Faults** None

Expenses None **Last seen** 25.2.15

THE LOG BOOK



Audi TT

Mileage 5335 **Last seen** 18.2.15

The TT does the big things well, but it's gratifying to find that the little details have been thought through, too. The handbook, for example, lives beneath the seat, freeing up the glovebox for James Blunt CDs and Haribo. The parcel shelf, meanwhile, has clips that ping away rather than break if you overload the boot. Neat, thoughtful touches. SP



Volvo V60

Mileage 9081 **Last seen** 25.2.15

If there's a long journey looming, the V60's keys are in demand. Snapper Will Williams recently took the Volvo to Devon, chewing up the miles as the heavens opened. In such conditions, the V60's cabin is a great place to be. Volvo's seats are leagues ahead for long-distance driving, and the car benefits from a chassis tune that is optimised for high-speed stability. HH



Citroën C4 Cactus

Mileage 1562 **Last seen** 25.2.15

I was sitting in the Citroën, minding my own business, when I heard and felt a sickening thump. A glance in my passenger-side mirror revealed that someone had opened their door into the side of the Cactus. Fortunately, the door had hit one of the distinctive 'Airbump' panels dead centre and, much to my relief, no damage was done. Fit for purpose, then. LK



Renault's USB sockets aren't up to charging an iPhone



The Rolls-Royce of used cars

There's no better way to enjoy limousine luxury than in a BMW-era Rolls-Royce, says **James Ruppert**

Everyone should travel in Rolls-Royce style at least once in their lives. Trouble is, you don't actually get to drive yourself to the wedding, and as for the funeral...

However, it's possible to make every single day memorable when you own a Roller. And Rollers, as we must never call them, are now cool and better made than ever. So I wondered if it was worth taking a look at some of the older Flying Ladies. Then I changed my mind and thought I'd much rather invest in the more recent, and reassuringly Bavarian, Rolls-Royces.

First, there was the Silver Seraph. Essentially, it's a top-of-the-range BMW 7 Series wearing a bespoke Savile Row suit. That may be an oversimplification but, in effect, this is what it was. It was

also a bit of a compromise, with warty rather than BMW-sharp handling and a standard of interior fit and finish that wasn't commensurate with a car costing about £160,000. BMW mechanicals and electronics are certainly a bonus because they don't usually go wrong, and the bigger Park Ward model gave the opportunity to stretch out in the back. There aren't huge numbers of them around, but a decent one will be no less than £35,000, and they can go up to £50k, which is rather more than a contemporary, 1999 7 Series.

Next along was the Phantom, which brought with it comfort, refinement, power and quality. The styling isn't for everyone, but it does give the car a huge presence and now looks better than



Most Phantoms are a six-figure outlay

ever. A Rolls-Royce is all about attracting attention, and this model does that easily. The rear doors are hinged at the rear, making entrances and exits even more stylish. Both the engine and the sophisticated electronic technology come from BMW and it all works. Joining the club now costs less than £100k; you can catch a 2003 Phantom with full history and pretty marginal miles for £95,000. Limited-run Black Editions

You can catch a 2003 Rolls-Royce Phantom with full history and pretty marginal miles for £95,000



P66 James Ruppert
Used car expert



P68 Mark Pearson
Deals expert



P70 Nic Cackett
Data expert



A decent Silver Seraph is likely to be at least £35,000

BANGERNOMICS BEST BUYS



READER'S CAR: JAGUAR S-TYPE

Three accountants took time off from concocting tax-efficient schemes for clients to do something truly exciting. They bought a Jaguar S-Type 3.0 automatic with no V5 or MOT and not an unscratched panel for £250, and took it on the 'Barmy to Barcelona' banger rally. It cruised all the way there and all the way back without drama. In all, 2500 miles and 27mpg. Then they sold it for £750. Not only that, but the duplicate V5 revealed a current MOT, and a full service history was under a carpet in the back.

SEND YOUR BANGERNOMICS TALES TO JAMES

Twitter: @Bangernomics
Email: james@bangernomics.com



WHAT CAUGHT MY EYE THIS WEEK: BMW 8-SERIES

It's all I spend my time looking at now. Derided at the time, it now looks sensational. Pop-up headlights. V8 engine. I will have to buy one.

USED CAR DILEMMA: FISKER KARMA

It looks gorgeous, like a spaceship, and is exceptionally well finished. It has a petrol engine, of course (every car should), but that's there only to back up the battery pack, and in all-electric mode it's jolly good.

THE FUTURE OF MOTORING

WHICH IS NOW EXTINCT!



from 2006 are available from £112,000, although you do see them for more, and £120,000 seems to buy a lot of nine-year-old luxury lorry in perfect condition.

Then again, if you want something a tad more wieldy, try a Ghost. Some argue that you can see a bit too much BMW in the Ghost, but at least that means it is refined, well built and spacious. It could even make you wonder what the point of a Phantom is. What you probably don't want to buy into, though, is one of those bright colour schemes beloved of some show-offs. About £120,000 is where you'll start, if you're lucky, for a 2010 example, but most seem to be the wrong side of £125,000.

So come on, let's go mad, liquidise our assets and get Rolling.

They'll never be cheaper than this

Now's the time to buy one of these £5k bargains, says **Mark Pearson**, because their prices will only go up in future

1 Honda S2000 (2000-2009)

Honda's grown-up version of the Mazda MX-5 produced 237bhp from its normally aspirated 2.0-litre VTEC engine, at a giddy 8300rpm. It also had all-round double wishbone suspension, a low centre of gravity and 50/50 weight distribution.

It was quick, too; 0-60mph took 6.2sec and it topped out at

150mph. Some found its on-the-limit handling twitchy; others thought its electrically assisted steering lacked feedback, but a vintage S2000 will still put a smile on your face.

Add in Honda's legendary build quality and for £5k it's a steal. Hurry, though; good ones are beginning to command a lot more.



2



Jaguar XJS (1975-1996)

Jaguar's successor to the E-Type was a remarkably refined grand tourer, rather than an out-and-out sports car.

With its silky 5.3-litre V12, later XJSs could waft up to 155mph, and its ride was always magnificent. In 1983 it was joined by a 3.6-litre in-line six (later enlarged to 4.0 litres) that was almost as quick but much easier on the wallet.

The earlier V12s could be troublesome,

however, and are probably best avoided. Rust is a known problem, so check the floor, sills and front wings. The engines are generally reliable, but avoid high mileages, check the oil pressure and watch out for dark smoke.

Find a good XJS and you'll have an appreciating classic. Old Jags are in demand, and you'll pay at least 10 times as much as this for an E-Type.

Porsche Boxster (1996-present)

Fancy a mid-engined, open-top Porsche capable of 150mph for under £5k? With its push-me pull-you looks, the original Boxster polarised opinion, but the car was a gem from the off, with a sweet 2.5-litre flat six and eager performance.

Later models grew in engine displacement and power, but all retained the deft handling and wind-in-the-hair

fun of the original low-slung hipster.

Your £5k buys one of the earlier cars, though, and that means careful shopping. Although Porsches are well made, Boxsters will have been used with enthusiasm, so check the car's history carefully and look out for worn suspension bushes, accident damage and corrosion.

3





FOR MORE USED CAR ADVICE VISIT
autocar.co.uk



4



Citroën C6 (2005-2012)

It took courage to overlook depreciation issues and buy a C6 brand new. In the end, fewer than a thousand people in the UK did – which at least made it exclusive.

Big Citroëns have a reputation for being complex and unreliable, too, but C6 owners have only good things to say. The diesel V6 is refined (there was a petrol V6, too, but you'll be lucky to find one) with a reputation for reliability.

There's a wonderfully supple ride, and the cossetting cabin is well isolated; push it hard and there's plenty of roll, a reminder that its forte was touring, not blasting around the Nürburgring.

Prices for the earlier cars have now sunk below the £5k mark, and with interest in the DS, CX and XM on the up, this would seem to be a good time to buy into the C6's highly individual style.

Renault Alpine GTA (1986-1991)

There aren't that many GTAs out there, but if you're lucky enough to find one, you'll have a rare and distinctive sports car with real pedigree on your hands.

Its rear-mounted 2.5-litre V6 was good for 200bhp, 152mph and 0-60mph in 6.3sec in its more compelling turbocharged form. It had bags of roadholding, strong traction, eager

handling, great steering and a neat short-throw gearshift. It still looks great today, with its low-drag, 2+2 glassfibre body purposefully squatting on its deliciously wide tyres.

You'll pay a lot more than £5k for the Renault Alpines that came both before and after this model, so if you can find a good GTA, snap it up right away.

5



NEW CARS

A-Z

For full reviews of every car listed here, visit our website, autocar.co.uk

Autocar's star ratings explained

★★★★★	0-20% Inherently dangerous/unsafe. Tragically, irredeemably flawed.
★★★★★	20-35% Appalling. Massively significant failings.
★★★★★	35-50% Very poor. Fails to meet any accepted class boundaries.
★★★★★	50-60% Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
★★★★★	60-65% Off the pace. Below average in nearly all areas.
★★★★★	65-70% Acceptable. About average in key areas, but disappoints.
★★★★★	70-75% Competent. Above average in some areas, average in others. Outstanding in none.
★★★★★	75-80% Good. Competitive in key areas.
★★★★★	80-85% Very good. Very competitive in key areas, competitive in secondary respects.
★★★★★	85-92% Excellent. Near class leading in key areas, and in some ways outstanding.
★★★★★	93% Brilliant, unsurpassed. All but flawless.



Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 83

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	
ABARTH					VANTAGE 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★★	2.0 TDI 150 SE	E22175	148 106 21	3.0 TDI quattro 245 Black Ed	E38990	237 149 34			
500 3dr hatch	Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★★	4.7 V8 N420	E96995	420 328 -	2.0 TDI 150 Sport	E23575	148 106 21	A4 AVANT 5dr estate More appealing than the saloon. Still not brilliant	★★★★★					
1.4 T-Jet	£14205 133 155 26	4.7 V8	E84995	420 299 -	A3 4dr saloon All the A3's standard attributes in a saloon body. S3 great looking	★★★★★	2.0 TDI 150 S line	E25725	148 106 21	1.8 TFSI 170 SE Technik	E28315	158 141 24			
500 CONVERTIBLE	Open-top hot hatch; has a softer ride than the tin-top car	★★★★★	4.7 V8 S	E99995	430 299 -	1.4 TFSI 150 ACT Sport	E23295	148 109 21	2.0 TDI 150 Black Edition	E32305	148 124 24				
1.4 16v Turbo T-Jet	£16005 133 155 27	5.9 V12	E135000	510 388 -	1.6 TDI 110 S line	E25545	148 99 16	2.0 TDI 150 SE	E30155	148 129 23					
PUNTO EVO 3dr hatch	Scorpion-badged Punto is fun, but not the most focused hot hatch	★★★★★	5.9 V12 S	E138000	565 388 50 -	1.8 TFSI 180 quattro S line	E0150	148 129 25	2.0 TDI 150 SE Technik	E31155	148 129 23				
MITO 3dr hatch	Classy, well equipped and cheap. No dynamic benchmark	★★★★★	1.4 Turbo M'Air	E16857	161 142 30	1.8 TFSI 180 quattro Sport	E28000	178 149 25	2.0 TDI 177 SE Technik	E30620	175 126 27				
ALFA ROMEO					VANTAGE ROADSTER 2dr open Top-suits the Vantage's relaxed nature	★★★★★	4.7 V8	E98995	420 299 -	1.8 TFSI 180 Sport	E25075	178 135 23	2.0 TFSI 225 quattro Black Ed	E36575	222 159 33
MITO 3dr hatch					D9 VOLANTE 2dr open Facelift a big improvement dynamically	★★★★★	4.7 V8 S	E110700	430 299 -	2.0 300 quattro S3	E33540	296 162 36	2.0 TFSI 225 quattro S line	E35500	222 159 33
1.4 16v Turbo T-Jet					DB9 VOLANTE 2dr open Facelift a big improvement	★★★★★	5.9 V12	E150000	510 388 -	2.0 TDI 150 Sport	E24745	148 105 21	2.0 TFSI 225 quattro SE	E32945	222 159 32
1.4 Turbo M'Air					1.8 TFSI 180 S line	★★★★★	1.8 TFSI 180 S line	E27225	178 135 24	3.0 TDI 245 quattro S line	E39250	237 154 33			
GIULIETTA 5dr hatch	Stylish, rewarding family hatch. A new era for Alfa	★★★★★	1.6 JTdm-2 120 D'live S-S	E17820	118 114 19	1.6 TDI 110 Sport	E23395	161 129 25	1.6 TDI 110 S line	E26895	148 105 21	3.0 TDI 333 quattro 4 B4 Ed	E41685	228 180 36	
1.6 JTdm-2 120 D'live OV Line					DB9 2dr coupé Enchanting looks, but ride is choppy. Manual the best	★★★★★	1.6 JTdm-2 120 D'live OV Line	E16820	103 98 13	1.8 TFSI 180 Sport	E25075	178 135 23	1.8 TFSI 120 SE Technik	E26685	118 154 19
1.4 140 M'air TCT Distinctive	£17620 138 124 19	1.4 140 M'air TCT OV Line	E18370	138 124 20	VANQUISH 2dr coupé A British supercar for British roads. Looks the business, too	★★★★★	1.4 TFSI 125 S line	E24045	123 117 16	1.8 TFSI 120 S line	E28240	118 154 20			
1.4 170 M'air O'Verde	£20210 168 139 26	1.3 JTdm-2 120 Sprint	E15415	94 90 11	1.8 TFSI 180 S line	E29600	178 149 25	1.8 TFSI 170 S line	E27315	158 141 25					
1.3 JTdm-2 120 Sprint					1.8 TFSI 180 S line	★★★★★	1.8 TFSI 180 S line	E26675	178 135 24	1.8 TFSI 170 S line	E29870	158 141 26			
AUDI					AUDI 3dr hatch Audi's answer to the Mini. Fun and refined	★★★★★	1.8 TFSI 180 Sport	E24525	178 135 23	1.8 TFSI 170 Black Edition	E30945	158 141 26			
1.6 JTdm-2 120 D'live S-S					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E26345	148 106 21	3.0 TFSI 333 quattro S4	E40610	328 180 36			
1.6 JTdm-2 120 OV Line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E22795	148 106 21	4.2 V8 RS4	E56645	444 249 41			
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E24195	148 106 21	2.0 TDI 136 SE	E28600	134 116 23			
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E22745	123 117 26	2.0 TDI 136 SE Technik	E29600	134 116 23			
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E31560	296 162 36	2.0 TDI 163 ultra SE	E29620	161 114 27			
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E26675	178 135 24	2.0 TDI 163 ultra SE Technik	E30620	161 114 27			
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E20959	148 114 23	2.0 TDI 177 S line	E32175	175 126 27			
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E22745	123 117 16	2.0 TDI 177 Black Edition	E33250	175 126 28			
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E20495	123 117 16	2.0 TDI 177 quattro SE	E31810	175 139 27			
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E22745	123 117 26	2.0 TDI 177 quattro SE Technik	E32180	175 139 27			
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E22745	123 117 26	2.0 TDI 177 quattro S line	E33735	175 139 27			
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E24895	148 109 21	2.0 TDI 177 quattro Black Edit	E34810	175 139 28			
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27450	178 149 25	3.0 TDI 245 quattro Black Ed	E40325	237 154 34			
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 28	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A4 ALLROAD 5dr estate Rugged 4x4 AWD	E40325	237 154 34			
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					
1.4 TFSI 125 S line					1.8 TFSI 180 Sport	★★★★★	1.8 TFSI 180 Sport	E27615	178 110 16	A5 5dr sportback Refined four-door coupe, but short					

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group							
2.0 TDI 177 quattro S line	£35715	175	134	28	AB 4dr saloon Stylish, comfortable and solid. A convincing exec saloon	★ ★ ★ ★	5.2 FSI 550 V10 Plus	£126835	543	346	50	110d SE	£22505	141	109	19					
2.0 TDI 177 quattro Black Edt	£36790	175	134	29	3.0 TDI 258 quattro SE Exec	£62185	247	155	46	R8 SPYDER 2dr open Great noise, and loses little of the coupe's poise	★ ★ ★ ★	110d Sport	£23505	141	115	20					
3.0 TDI 204 S line	£37660	201	129	30	2.0 TFSI 245 Hybrid	£64280	208	144	42	4.2 FSI 430 V8	£102385	424	337	50	110d Urban	£23505	141	115	20		
3.0 TDI 204 Black Edition	£38735	201	129	30	2.0 TFSI 245 Hybrid L	£68245	208	146	43	5.2 FSI 525 V10	£123485	518	349	50	120d SE	£23955	181	114	24		
3.0 TDI 245 quattro S line	£41185	242	149	35	3.0 TFSI 310 quattro SE Exec	£64290	309	183	46	BAC MONO 2dr open An F-22 Raptor for the road. Only better built	★ ★ ★ ★	120d eDrive SE	£25455	181	123	23					
3.0 TDI 245 quattro Black Edt	£42260	242	149	35	3.0 TFSI 310 quattro Sport Exec	£67890	308	183	46	120d Sport	£24955	181	119	24							
A5 CABRIOLET 2dr open	Appealing. Lower-powered, soft-sprung trim's best.	★ ★ ★ ★	4.0 TFSI 435 quattro SE Exec L	£76160	249	216	49	125d M Sport	£26400	181	119	24									
1.8 TFSI 170 S line	£35570	168	143	29	4.0 TFSI 435 quattro Sport Exec	£79760	249	216	49	125d Sport	£28295	215	128	31							
1.8 TFSI 170 S line Special Edt	£36695	168	143	29	4.0 TFSI 435 quattro Sport Exec L	£80690	513	225	49	Mono 2.3	£111168	280	-	-							
2.0 TDI 150 S line	£37395	148	124	27	6.3 W12 500 quattro L	£98100	493	264	50	BENTLEY CONTINENTAL GT 2dr coupé A brilliant Audi V8-inspired reboot	★ ★ ★ ★	225d M Sport	£32120	215	124	33					
2.0 TDI 150 S line Special Edt	£38520	148	124	27	3.0 TDI 258 quattro SE	£59580	254	155	46	4.0 V8	£123850	500	246	50	220i Sport	£26195	215	148	25		
2.0 TDI 150 SE	£34145	148	124	27	3.0 TDI 258 quattro SE L	£63545	254	156	48	6.0 W12	£136710	567	385	50	220i M Sport	£27545	215	146	26		
2.0 TDI 177 S line Special Edt	£38950	175	127	30	3.0 TDI 258 quattro SE Exec L	£66150	247	158	46	CONTINENTAL GT CONVERTIBLE 2dr open A brilliant Audi V8-inspired reboot	★ ★ ★ ★	218d Sport	£24415	181	119	20					
2.0 TFSI 225 quattro S line	£41745	222	159	37	3.0 TDI 258 quattro Sport Exec	£65785	254	158	47	4.0 V8	£136250	500	254	50	220d Sport	£26765	181	119	25		
2.0 TFSI 225 quattro S line Sp	£42870	222	159	37	4.0 TFSI 385 quattro SE Exec L	£76390	380	194	50	6.0 W12	£140900	500	385	50	220d Sport	£27015	181	115	25		
2.0 TFSI 225 quattro SE	£38495	222	159	37	4.2 TFSI 385 quattro Sport Exec L	£76390	380	194	50	2. SERIES CONVERTIBLE 2dr open	★ ★ ★ ★	220d M Sport	£28365	181	115	25					
2.0 TFSI 225 S line	£38705	222	148	36	4.2 TFSI 385 quattro Sport Exec L	£76390	380	195	50	4.0 V8	£152900	521	254	50	220d M Sport	£28400	181	120	27		
2.0 TFSI 225 S line Special Edt	£39830	222	148	36	4.2 TFSI 385 quattro Sport Exec L	£76390	380	195	50	MULSANNE 4dr saloon Effortless and graceful. Great driving position	★ ★ ★ ★	220d Sport	£29965	181	124	27					
2.0 TFSI 225 SE	£35455	222	148	36	4.2 TFSI 385 quattro Sport Exec L	£76390	380	195	50	6.75 V8 FLYING SPUR 4dr saloon A genuine luxury saloon. Superb inside. As it should be	★ ★ ★ ★	220i Sport	£30530	215	159	29					
3.0 TDI 204 S line Special Edt	£42680	201	138	34	2.0 TDI 177 quattro S line Plus	£33085	175	148	23	4.0 V8	£136250	500	254	50	220i Sport	£31315	181	124	27		
A6 4dr saloon	The best driving Audi saloon, and one of the most appealing full stop.	★ ★ ★ ★	2.0 TDI 177 quattro S line	£29300	168	144	24	6.0 W12 Speed	£167900	616	347	50	2. SERIES ACTIVE TOURER 5dr mpv BMW's front-drive hatch is a proper contender	★ ★ ★ ★	220i M Sport	£29665	181	124	27		
3.0 TDI 245 quattro S line	£41610	242	154	39	2.0 TDI 177 quattro S line Plus	£31840	168	174	24	13 EV	£30600	168	0	21	1 SERIES 3dr hatch Superb really, but pricey and not free from the usual electric car practicality issues	★ ★ ★ ★	218i Sport	£22125	134	115	15
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£34785	208	179	28	13 EV Range Extender	£33830	168	13	21	13 EV Range Extender	★ ★ ★ ★	218i M Sport	£23375	134	115	15
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line Plus	£32145	138	149	19	1 SERIES 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line Special Edt	£45750	316	164	44	2.0 TFSI 211 quattro S line	£32145	138	179	28	13 EV Range Extender	Measures up on space and comfort now. Still no 3 Series	★ ★ ★ ★	13 EV	£30600	168	0	21				
3.0 TDI 245 quattro S line																					

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
3 SERIES 5dr touring More of the same. Less of a wow factor, but still as good as it gets. ★★★★★					420i xDrive Luxury	£33460	181 159 31			520i M Sport	£35965	181 159 37	740i M Sport	£66950	316 184 47			18 Zdr coupe	BMW's electric supercar is fast and finely tuned. Cheap to run, too. ★★★★★	1.6 THP 155 Excl.	£20195	154 148 22		
316i ES	£24870	136 143 23	428i SE	£33960	181 162 31	528i SE	£32820	242 154 33	528i Luxury	£39495	242 147 41	750i M Sport	£69950	316 184 47			1.6 HDI 90 VTR+	£16355	91 104 15					
316i SE	£25720	136 143 23	428i Sport	£34320	242 154 33	528i M Sport	£39530	242 152 41	535i Luxury	£44695	302 174 42	760i SE	£76790	443 199 49			1.6 HDI 90 VTR*	£18105	91 104 16					
316i Sport	£26720	136 143 23	428i Luxury	£35320	242 154 34	535i Luxury	£44695	302 174 42	670i M Sport	£102460	537 314 50			1.6 e-HDI 115 Excl.	£20365	110 100 18								
320d EfficientDynamics	£30075	161 161 31	428i M Sport	£35580	242 156 34	535i Luxury	£57610	402 199 46	760i M Sport	£57910	202 206 46	730d SE	£58275	255 144 45			2.0 HDI 150 Excl.	£21185	148 130 23					
320d EfficientDynamics Business	£31475	161 161 31	435i Luxury	£41025	302 185 36	530i M Sport	£57910	202 206 46	730d SE	£61375	255 144 45			1.6 e-HDI 115 VTR*	£199845	357 49 50								
320d Sport	£31075	181 181 31	435i M Sport	£41665	302 189 36	ActiveHybrid 5 SE	£47790	335 149 44	730d SE	£61375	255 144 45			1.6 THP 155 VTR*	£20195	154 148 22								
320d xDrive SE	£31705	181 183 30	M4	£56650	425 204 42	ActiveHybrid 5 Luxury	£48825	335 159 44	730d M Sport	£63550	255 148 44			1.6 HDI 90 VTR*	£16355	91 104 15								
320i SE	£27905	181 185 30	420d SE	£31795	181 124 29	ActiveHybrid 5 M Sport	£50625	335 163 44	730d M Sport	£66650	255 148 46			1.6 e-HDI 115 VTR*	£18965	110 107 18								
320i xDrive Luxury	£31905	181 160 31	420d Sport	£33295	181 124 30	4.4 V8 M5	£37950	552 232 48	740d SE	£65465	309 149 47			1.6 e-HDI 115 VTR*	£20365	110 100 18								
320i xDrive M Sport	£32405	181 160 31	420d Luxury	£34295	181 124 30	518d SE	£30865	141 114 30	740d M Sport	£70740	309 149 48			1.6 THP 155 VTR*	£21185	148 130 23								
320i xDrive SE	£29405	181 160 30	420d M Sport	£34795	181 127 30	518d Luxury	£33665	141 119 31	ActiveHybrid 7 SE	£66200	459 158 47			1.6 e-HDI 115 VTR*	£199845	357 49 50								
320i xDrive Sport	£30405	181 160 30	420d xDrive SE	£33295	181 126 29	530d M Sport	£37910	214 124 31	ActiveHybrid 7L SE	£69300	459 158 48			1.6 THP 155 VTR*	£21185	148 130 23								
325d Luxury	£34505	215 181 34	420d xDrive Sport	£34795	181 126 29	520d SE	£31655	181 114 31	X1 xDrive 4x4	£37010	255 144 45			1.6 e-HDI 115 VTR*	£199845	357 49 50								
325d M Sport	£35005	215 184 34	420d xDrive Luxury	£35795	181 126 29	520d Luxury	£31655	181 119 34	X1 xDrive 4x4	£37010	255 144 45			1.6 THP 155 VTR*	£21185	148 130 23								
325d SE	£32005	215 184 34	420d xDrive M Sport	£35795	181 129 29	520d M Sport	£31655	181 124 31	X1 xDrive 4x4	£37010	255 144 45			1.6 e-HDI 115 VTR*	£199845	357 49 50								
328i SE	£31105	242 159 35	425d SE	£34730	215 131 33	525d SE	£36980	215 129 39	X2 xDrive 25d xLine	£32540	155 154 26			1.6 e-HDI 115 VTR*	£199845	357 49 50								
328i Sport	£32105	242 159 34	425d Sport	£36230	215 131 34	525d Luxury	£39910	215 134 40	xDrive 20i SE	£27280	181 176 28			1.6 e-HDI 115 VTR*	£199845	357 49 50								
330d xDrive SE	£36920	255 142 40	425d Luxury	£37230	215 131 34	525d M Sport	£39910	215 134 40	xDrive 20i Sport	£28280	181 176 28			1.6 e-HDI 115 VTR*	£199845	357 49 50								
335d xDrive Luxury	£42320	309 148 43	425d M Sport	£37370	215 135 34	530d M Sport	£41455	214 134 43	xDrive 20i xLine	£29280	181 178 29			1.6 e-HDI 115 VTR*	£199845	357 49 50								
335d xDrive M Sport	£42820	309 148 43	430d Luxury	£39615	242 159 40	530d SE	£41720	241 144 43	xDrive 20i M Sport	£30280	181 178 28			1.6 e-HDI 115 VTR*	£199845	357 49 50								
335i Luxury	£39060	302 189 37	430d xDrive Luxury	£41245	255 137 40	535d SE	£41720	241 144 43	xDrive 20i SE	£24930	140 126 18			1.6 e-HDI 115 VTR*	£199845	357 49 50								
335i M Sport	£39560	302 189 38	430d xDrive M Sport	£41760	255 141 40	535d M Sport	£41720	241 144 43	xDrive 20i SE	£25330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50								
320i Sport	£28905	181 152 30	435d xDrive Luxury	£44455	308 143 41	535d M Sport	£41720	241 144 43	xDrive 20i Sport	£26330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50								
320i Luxury	£30405	181 152 31	435d xDrive M Sport	£45045	308 146 41	535d M Sport	£41720	241 144 43	xDrive 20i xLine	£26830	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50								
320i M Sport	£30405	181 152 31	435d xDrive 5dr open	★★★★★	package 520d the best	★★★★★	5 SERIES TOURING 5dr estate	Great overall	520d M Sport	£28330	141 128 22	xDrive 18d M Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
328i Luxury	£33605	242 159 36	435d xDrive 5dr open	★★★★★	A quality product to be sure, but some of the verve has gone with the roof	★★★★★	5 SERIES TOURING 5dr estate	★★★★★	520d M Sport	£28330	141 127 31	xDrive 18d SE	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
328i SE	£33605	242 159 36	435d xDrive Sport	£43015	242 159 36	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50								
328i Sport	£33605	242 159 36	435d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open	★★★★★	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
328d M Sport	£31415	141 125 23	428i 25d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open	★★★★★	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
328d xDrive SE	£30075	181 125 31	430d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open	★★★★★	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
320d Luxury	£32575	181 125 32	435d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open	★★★★★	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
320d M Sport	£33075	181 125 32	435d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open	★★★★★	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
320d Sport	£33075	181 125 32	435d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open	★★★★★	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
320d xDrive Sport	£32705	181 125 33	435d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open	★★★★★	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
320d xDrive Luxury	£34205	181 125 33	435d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open	★★★★★	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
320d xDrive M Sport	£34205	181 125 33	435d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open	★★★★★	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
320d xDrive SE	£34205	181 125 33	435d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open	★★★★★	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
320d xDrive Sport	£34205	181 125 33	435d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open	★★★★★	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
320d xDrive SE	£34205	181 125 33	435d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open	★★★★★	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
320d xDrive Sport	£34205	181 125 33	435d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open	★★★★★	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
320d xDrive SE	£34205	181 125 33	435d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open	★★★★★	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
320d xDrive Sport	£34205	181 125 33	435d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open	★★★★★	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
320d xDrive SE	£34205	181 125 33	435d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open	★★★★★	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
320d xDrive Sport	£34205	181 125 33	435d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open	★★★★★	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
320d xDrive SE	£34205	181 125 33	435d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open	★★★★★	520d SE	£35865	141 127 31	xDrive 18d Sport	£28330	141 128 22			1.6 e-HDI 115 VTR*	£199845	357 49 50					
320d xDrive Sport	£34205	181 125 33	435d xDrive 5dr open	★★★★★	★★★★★	★★★★★	5 SERIES 5dr open																	

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group			
1.6 HDi 90 VTR	£18450	91	110	15	500 3dr hatch Super desirable, cute city car. Pleasant if not involving, to drive	£15550	103	92	10	PUNTO 3dr hatch MultiAir tech improves appeal and economy	£11275	68	126	6	ECOSPORT 5dr hatch Pumped up Fiesta okay, but developing world origins show through		
1.6 e-HDi 90 VTR+ ETG6	£19710	91	110	15	★★★★★	★★★★★	1.2 8v Easy	£11775	68	126	6	1.0T EcoBoost 125 Titanium X	£15995	123	125	11	
1.6 e-HDi 115 VTR+	£20410	91	98	15	0.9 TwinAir 105 60	£13700	103	92	10	1.2 8v GBT	£10175	68	126	6	1.0T EcoBoost 125 Titanium X		
1.6 e-HDi 115 VTR+ ETG6	£20510	113	105	18	0.9 TwinAir 105 Lounge	£13850	103	92	10	1.2 8v Pop	£10175	68	126	6	1.1 112 Titanium		
1.6 e-HDi 115 VTR+ ETG6	£21010	113	104	18	0.9 TwinAir 105 S	£15070	84	99	10	1.3 85 Multijet Easy	£13775	85	90	13	1.5 112 Titanium X		
1.6 e-HDi 115 Excl.	£21810	113	105	17	0.9 TwinAir 85 GO	£11220	68	113	9	1.4 8v Easy	£11665	76	132	8	1.5 TDCi 91 Titanium		
1.6 e-HDi 115 Excl.+	£24210	113	105	18	1.2 Colour Therapy	£13670	68	113	9	1.4 8v GBT	£12185	76	132	8	1.5 TDCi 91 Titanium		
2.0 Blue HDi 150 Excl.	£23010	148	110	24	1.2 MultiJet 60	£16070	94	97	14	1.3 85 Multijet GBT	£14275	85	90	13	FOCUS 5dr hatch Still best to drive, but only just. Still feels like a complete package		
2.0 Blue HDi 150 Excl.+	£25410	148	113	24	1.3 MultiJet 60	£13220	84	92	10	PUNTO 5dr hatch MultiAir tech improves appeal and economy	★★★★★	1.6 125 Zetec S	£20725	123	146	14	
GRAND C4 PICASSO 5dr mpx	£19710	91	110	15	0.9 TwinAir 85 Lounge	£13370	84	92	12	1.2 8v Easy	£18795	68	126	6	1.0T EcoBoost 125 Titanium X		
Plushness and improved dynamic make for a better car	★★★★★	0.9 TwinAir 85 S	£16500	103	92	15	0.9 TwinAir 85 Colour Therapy	£14240	84	99	10	1.2 8v GBT	£12375	68	126	6	1.0T EcoBoost 125 Titanium X
1.6 VTi 120 VTR	£19460	118	145	13	0.9 TwinAir 85 Lounge	£14720	84	99	10	1.2 8v Pop	£10775	68	126	6	1.0T EcoBoost 125 Titanium X		
1.6 VTi 120 VTR+	£20720	118	145	13	0.9 TwinAir 85 S	£15200	103	92	10	1.3 85 Multijet Easy	£13775	85	90	13	1.5 112 Titanium X		
1.6 THP 155 Excl.	£23020	154	139	21	0.9 TwinAir 105 Cuit	£15240	154	142	22	1.4 8v Easy	£12285	76	132	8	1.5 TDCi 91 Titanium		
1.6 THP 155 Excl.	£25420	154	142	22	1.2 Pop	£10420	68	113	5	1.4 8v GBT	£12185	76	132	8	1.5 TDCi 91 Titanium		
1.6 e-HDi 90 ETG6 VTR	£20850	91	98	15	1.2 Lounge	£11820	68	113	6	1.4 8v Pop	£10775	68	126	6	1.5 TDCi 91 Titanium		
1.6 e-HDi 90 ETG6 VTR+	£22110	91	98	15	1.2 S	£11970	68	113	9	1.3 85 Multijet Easy	£14375	85	90	13	1.5 TDCi 91 Titanium		
1.6 e-HDi 115 VTR+	£22210	113	105	19	1.2 Cult	£13320	68	113	9	1.3 85 Multijet GBT	£14875	85	90	13	1.5 TDCi 91 Titanium		
1.6 e-HDi 115 Excl.	£23510	113	105	18	1.4 T-Jet Abarth	£14255	133	155	26	FORD KA 3dr hatch An agile drive and energetic petrol engine. Wooden ride	★★★★★	1.6 125 Zetec S	£20725	123	146	14	
1.6 e-HDi 115 Excl.+	£25910	113	105	19	1.3 MultiJet Lounge	£14220	94	97	15	1.6 125 Zetec S	£17995	90	120	10	ECOSPORT 5dr hatch Pumped up Fiesta okay, but feels like a complete package		
2.0 Blue HDi 150 Excl.	£24710	148	110	24	1.3 MultiJet S	£14370	94	97	14	1.6 125 Zetec S	£17995	90	120	10	FOCUS 5dr hatch Still best to drive, but only just. Still feels like a complete package		
2.0 Blue HDi 150 Excl.+	£27110	148	113	25	1.3 MultiJet Cult	£15720	94	97	14	1.6 125 Zetec S	£20725	123	146	14	PUNTO 5dr hatch MultiAir tech improves appeal and economy		
SANDERO 5dr hatch	£19710	91	110	15	0.9 TwinAir 85 S	£16170	84	92	15	1.2 8v Easy	£18795	68	126	6	1.0T EcoBoost 125 Titanium X		
A clever budget prospect. But its limitations are unavoidable	★★★★★	0.9 TwinAir 85 S	£18170	103	92	15	0.9 TwinAir 85 Colour Therapy	£14240	84	99	10	1.2 8v GBT	£12375	68	126	6	1.0T EcoBoost 125 Titanium X
0.9 Tce Ambience	£7595	89	116	6	0.9 TwinAir 85 S	£16500	103	92	15	1.2 8v Pop	£10775	68	126	6	1.0T EcoBoost 125 Titanium X		
0.9 Laureate	£8795	89	116	7	0.9 TwinAir 85 Colour Therapy	£14970	84	92	15	1.3 85 Multijet Easy	£13775	85	90	13	1.5 TDCi 120 Titanium		
0.9 Tce Stepway Ambiente	£8395	89	124	7	0.9 TwinAir 85 GO	£17690	84	92	15	1.2 Metal	£11445	68	115	5	2.0T EcoBoost ST-2		
0.9 Tce Stepway Laureate	£9995	89	124	8	0.9 TwinAir 85 S	£16170	84	92	15	1.2 Metal	£23595	247	159	36	B-MAX 5dr mpx Fiesta dynamics and sliding door access make the B-Max a cut above		
1.2 Access	£5995	74	135	2	1.2 Colour Therapy	£13770	68	113	10	1.2 Metal	£17995	94	98	11	1.5 TDCi 95 Style		
1.2 Ambiance	£6795	74	135	2	1.2 GO	£16490	68	113	10	1.2 Metal	£19495	118	98	11	1.5 TDCi 120 Zetec		
1.2 Laureate	£7995	74	135	2	1.2 S	£14970	68	113	10	1.2 Metal	£2045	123	146	14	1.5 TDCi 120 Zetec		
1.5 dCi Ambience	£8595	89	116	8	1.3 MultiJet GO	£18890	94	97	18	1.2 Metal	£11195	68	115	3	2.0T EcoBoost ST-3		
1.5 dCi Laureate	£8795	89	116	9	1.3 MultiJet S	£17370	94	97	18	1.2 Metal	£23595	247	159	36	ECOSPORT 5dr hatch Fiesta dynamics and sliding door access make the B-Max a cut above		
1.5 dCi Stepway Ambiente	£9395	89	105	10	1.4 16v Turbo T-Jet Abarth	£16005	133	155	27	1.2 Metal	£17995	94	98	11	1.5 TDCi 95 Style		
1.5 dCi Stepway Laureate	£10995	89	105	11	0.9 TwinAir 85 Lounge	£15900	84	92	15	1.2 Metal	£19395	118	98	11	1.5 TDCi 120 Zetec		
LUGAN MCY 5dr estate	£239352	730	350	50	0.9 TwinAir 85 Cult	£16900	84	92	15	1.2 Metal	£2045	123	146	14	1.5 TDCi 120 Zetec		
Lacks its stabilities. Charm certainly retains the cheap	★★★★★	0.9 TwinAir 105 Cult	£17500	103	92	15	1.2 Metal	£16455	103	149	10	1.6 105 Zetec Powershift	£20895	114	109	16	Fiesta 5dr hatch Stylish and wonderfully engaging. The best supermini
0.9 Ambiance	£8595	89	116	9	1.2 Pop S-S	£13420	68	113	9	1.2 Metal	£17665	103	149	11	1.6 105 Titanium Powershift		
0.9 Laureate	£8795	89	116	11	1.2 Lounge S-S	£14700	68	113	10	1.2 Metal	£16195	74	109	8	2.0T EcoBoost 125 Titanium S-S		
1.2 Access	£6995	74	135	4	1.2 Cult	£15700	68	113	10	1.2 Metal	£16695	94	104	10	2.0T EcoBoost 125 Titanium S-S		
1.2 Ambiance	£7795	74	135	4	1.3 MultiJet Lounge	£17100	94	97	18	1.2 Metal	£17895	94	104	11	2.0T EcoBoost 125 Titanium S-S		
1.2 Laureate	£8995	74	135	5	1.3 MultiJet S	£18100	94	97	18	1.2 Metal	£23595	247	159	36	FOCUS 5dr estate Well-managed and comfortable. The best supermini		
1.5 dCi Ambiance	£9595	84	99	12	1.3 MultiJet 85 Lounge	£17500	94	97	18	1.2 Metal	£16300	103	138	12	1.6 105 Titanium Powershift		
1.5 dCi Laureate	£10795	84	99	12	1.3 MultiJet 85 Lounge	£18095	94	109	19	1.2 Metal	£17100	103	138	12	1.6 105 Titanium Powershift		
DUSTER 5dr 4x4	£19710	91	110	15	1.4 MultiJet 140 Cross Plus	£12045	133	155	27	1.2 Metal	£17995	94	98	11	1.6 105 Zetec Powershift		
Cheap but cheerfully robust. Surprisingly convincing presence	★★★★★	1.4 MultiJet 140 Lounge	£19345	138	-	1.2 Metal	£17995	94	98	11	1.6 105 Zetec Powershift	£18395	99	109	10	ECOSPORT 5dr hatch Still the best big saloon.	
1.6 16v 105 Access 2WD	£9495	103	165	6	1.4 MultiJet 140 Cross	£12045	133	155	27	1.2 Metal	£17995	94	98	11	1.6 105 Zetec Powershift		
1.6 16v 105 Access 4WD	£11095	103	185	5	1.4 MultiJet 140 Cross Plus	£12045	133	155	27	1.2 Metal	£17995	94	98	11	1.6 105 Zetec Powershift		
1.5 dCi 110 Ambiance 2WD	£11995	106	130	10	1.6 MultiJet 140 Cross	£12045	133	155	27	1.2 Metal	£17995	94	98	11	1.6 105 Zetec Powershift		
1.5 dCi 110 Ambiance 4WD	£13995	107	135	10	1.6 MultiJet 140 Lounge	£12045	133	155	27	1.2 Metal	£17995	94	98	11	1.6 105 Zetec Powershift		
1.5 dCi 110 Laureate 2WD	£13495	106	130	11	1.6 MultiJet 120 Lounge	£12045	133	155	27	1.2 Metal	£17995	94	98	11	1.6 105 Zetec Powershift		
1.5 dCi 110 Laureate 4WD	£15495	107	135	10	1.6 MultiJet 120 Cross	£12045	133	155	27	1.2 Metal	£17995	94	98	11	1.6 105 Zetec Powershift		
CALIFORNIA 2dr open	£19710	91	110	15	1.3 MultiJet 140 Cross Plus	£12045	133	155	27	1.2 Metal	£17995	94	98	11	1.6 105 Zetec Powershift		
Sleek, comfortable and fast. A real improvement	★★★★★	1.3 MultiJet 140 Lounge	£18090	83	110	9	1.3 MultiJet 140 Lounge	£17500	84	110	9	1.3 MultiJet 140 Lounge	£17995	94	98	11	1.6 105 Zetec Powershift
FERRARI F12 2dr coupé	£239352	730	350	50	1.4 95 Star	£15208	483	270	14	1.4 95 Star	£15208	483	270	14	1.4 95 Star		
Proper V12 Ferrari with serious exclusivity and appeal	★★★★★	1.4 95 Trekking	£13040	94	145	10	1.4 95 Trekking	£16600	94	145	10	1.4 95 Trekking	£16600	94	145	10	1.4 95 Trekking
6.3 V12	£239352	730	350	50	1.4 95 Trekking	£17300	94	149	8	1.4 95 Trekking	£16600	103	112	11	1.4 95 Trekking		
F2 2dr coupé	£239352	730	350	50	1.4 95 Trekking	£17190	94	145	10	1.4 95 Trekking	£17190	94	145	10	1.4 95 Trekking		
Four-door Ferrari estate has appeal but lacks classic DNA	★★★★★	1.4 95 Trekking	£16690	103	112	11	1.4 95 Trekking	£18090	103	112	11	1.4 95 Trekking	£18090	103	112	11	1.4 95 Trekking
6.3 V12	£227077	651	360	50	1.4 95 Trekking	£17190	94	149	8	1.4 95 Trekking	£17190	94	149	8	1.4 95 Trekking		
PANDA 5dr hatch	£19710	91	110	15	1.3 MultiJet 85 Pop Star	£16990	103	117	18	1.3 MultiJet 85 Pop Star	£16990	103	117	18	1.3 MultiJet 85 Pop Star		
Cheap, practical and very nearly spot on	★★★★★	1.3 MultiJet 85 Easy	£11095	84	99	7	1.3 MultiJet 85 Easy	£11095	84	99	7	1.3 MultiJet 85 Easy	£11095	84	99	7	1.3 MultiJet 85 Easy
0.9 Twin																	

Drive a brand new Maserati Ghibli for only £575 p/m+VAT



Official fuel consumption figures for the Maserati Ghibli range in mpg (litres/100 km): Urban 18.0 (15.7) - 37.2 (7.6), Extra Urban 38.7 (7.3) - 56.5 (5.0), Combined 27.2 (10.4) - 47.9 (5.9). CO₂ emissions on combined cycle: 242 - 158 g/km. Fuel consumption and CO₂ figures are based on standard EU tests for comparative purposes and may not reflect real driving results.

Business customers only. Not available in conjunction with any other offer. Based on 36 month business contract hire agreement on Maserati Ghibli Diesel Saloon V6d 4Dr Auto with Mica paint at £660 and 20 inch Urano Design alloy wheels at (£1,960), 8,000 miles in total, excess mileage charged at (£16.77) per mile.

Initial payment (of six monthly rentals) in advance of £3,774 (exclusive of VAT) followed by 35 monthly rentals each of £629 (exclusive of VAT). Finance subject to status. A guarantee or indemnity may be required. Offer valid at time of print (March 2015) but may be subject to change. Vehicle must be ordered by 31 March 2015. Contract hire is provided by Hitachi Capital Car Solutions.

Email: hitachisales@hitachicapital.co.uk | Call: **08433 519073**

Hitachi Capital Car Solutions is a division of Hitachi Capital Vehicle Solutions Ltd which is authorised and regulated by the Financial Conduct Authority.

Powered by

HITACHI
Inspire the Next

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group					
MONDEO 5dr estate	A vast and enjoyable estate. Reasonably priced.	★★★★★			1.2 i-VTEC S	£12699	89	123	13	1.4 CRDI 90 Premium	£15725	89	106	12	OX70 5dr 4x4	Big, powerful SUV. None of the finesse of the X5 or Range Rover	★★★★★			3.6 V6 Rubicon	£31595	276	27	25	CARENS 5dr mpv	Nicely up to scratch now, but no class leader.	★★★★★		
1.5T EcoBoost 160 Titanium	£23495	158	134	23	1.3 i-MA Hybrid HE	£17150	97	104	16	130 3dr hatch	As good as we've come to expect, but not one inch better	★★★★★			3.7 V6 GT	£42525	315	282	49	2.8 CRD Overland	£32830	197	217	25	1.7 CRD 3 Sat Nav ISG	£25050	136	132	16
1.5T EcoBoost 160 Zetec	£22295	158	134	23	1.3 i-MA Hybrid HE-T	£18145	97	104	16	1.6 TDCi 115 Style	£17650	97	104	16	1.6 TDCi 115	£18645	98	104	16	1.6 TDCi 115	£18645	98	104	16	1.7 CRD 114 1 ISG	£17995	133	149	13
1.6 TDCi 115 Style	£20045	113	94	17	1.3 i-MA Hybrid HS-T	£17650	97	104	16	1.4 100 Active	£14605	98	139	7	1.6 TDCi 115	£18645	98	104	16	1.6 GDI 2 ISG	£19400	133	149	13					
1.6 TDCi 115 Titanium	£24245	113	94	17	1.3 i-MA Hybrid HX	£19250	97	104	16	1.4 100 Active	£15805	98	143	7	1.6 TDCi 115	£18645	98	104	16	1.7 CRD 114 2 ISG	£19390	114	124	12					
1.6 TDCi 115 Zetec	£23045	113	94	17	1.3 i-MA Hybrid HX-T	£20245	97	104	17	1.6 120 Sport	£17600	118	149	11	1.6 120	£18720	118	149	11	2.8 CRD Overland Axle+	£33445	197	230	27					
2.0 TDCi 150 Titanium	£24745	148	115	23	1.4 i-VTEC EX	£15995	99	129	16	1.6 CRD 110 Blue Drive Active	£18090	109	100	11	1.6 120	£18720	118	149	11	2.8 CRD Sahara	£30680	197	217	24					
2.0 TDCi 150 Titanium Econetic	£24995	148	107	23	1.4 i-VTEC EXL	£17195	99	129	16	1.6 CRD 110 Sport	£19590	126	108	13	1.6 120	£18720	118	149	11	2.8 CRD Sahara Axle+	£31295	197	230	24					
2.0 TDCi 150 Zetec	£23795	148	107	23	1.4 i-VTEC EX-T	£16990	99	129	16	1.6 CRD 110 Sport	£20710	126	108	13	1.6 120	£18720	118	149	11	2.8 CRD Overland	£31195	197	213	29					
2.0 TDCi 180 Titanium	£25495	178	115	27	1.4 i-VTEC EXL-T	£18190	99	129	16	130 5dr hatch	As good as we've come to expect, but not one inch better	★★★★★			2.0 CRD 140	£14675	315	282	49	CHEROKEE 5dr 4x4	Hamstrung by poor UK looks.	★★★★★							
2.0 EcoBoost 240 Titanium	£26995	237	169	-	1.4 i-VTEC SI	£14995	99	129	16	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.6 CRD 114 1 ISG	£19390	114	124	12					
KUGA 5dr 4x4	Bigger Kuga has taken a styling step backward, but the strengths remain.	★★★★★			1.4 100 Class	£15210	98	139	7	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 2 Au	£22200	136	159	16					
CIVIC 5dr hatch	A real contender, but the lack of rear legroom is a hindrance	★★★★★			1.4 100 Active	£16310	98	139	7	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	132	16					
2.0 TDCi 180 Titanium X Sport	£30245	178	135	22	1.4 i-VTEC S	£16995	99	129	8	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 2 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost Titanium X-S	£28350	148	154	20	1.4 i-VTEC S-T	£17990	99	129	7	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost Titanium X-S	£28350	148	154	20	1.6 i-TEC EX	£24660	118	103	16	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
2.0 TDCi 140 Titanium X Sport	£29750	138	139	22	1.6 i-TEC S	£20375	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Zetec	£21000	148	154	20	1.6 i-TEC SE Plus-T	£22505	118	94	16	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.5T EcoBoost 160 Zetec	£21000	148	143	20	1.6 i-TEC SE-R	£24366	118	94	16	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.5T EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120	£18720	118	149	11	1.7 CRD 114 3 ISG	£24100	136	149	16					
1.6 i-MA EcoBoost 160 Titanium	£22645	148	143	20	1.6 i-TEC S-T	£20920	118	94	15	1.6 CRD 110	£18720	118	149	11	1.6 120														

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group															
LEXUS					C T 5dr hatch	Makes sense only as a company car. Not fun.	★★★★★			2.0 165 Sport Nav	E1920	162	135	22	2.20 150 SE	E19645	148	107	23	C-CLASS 4dr saloon	Stellar cabin and polished drive increase appeal; engines not so good	★★★★★			2.150 BlueTEC S E Exec	E47340	201	165	38	COUNTRYMAN 5dr 4x4	Big, but still more funky than useful	★★★★★			1.2 DIG-T 115 N-tec +	E22250	113	129	14
										2.20 150 SE Nav	E20245	148	107	24	C200 SE	E27270	181	123	31	2.150 BlueTEC AMG Line	E52840	254	189	43	1.6 One 2WD	E16990	97	134	20	1.2 DIG-T 115 Tekna	E23800	113	129	14					
200h S	E21245	134	82	19						2.20 150 SE-L	E21145	148	107	24	C200 Sport	E29265	181	124	31	1.6 Cooper 2WD	E18510	120	137	16	1.6 DIG-T 163 N-tec	E23200	161	138	14										
200h SE	E22745	134	94	19						2.20 150 SE+ Nav	E21745	148	107	24	C200 AMG Line	E30760	181	128	31	1.6 Cooper S 2WD	E21890	181	139	30	1.6 DIG-T 163 Tekna	E23750	161	138	14										
200h Advance	E24245	134	94	19						2.20 150 Sport Nav	E22545	148	107	24	C63 AMG	E59795	469	192	-	1.6 Cooper S ALL4 4WD	E23125	181	148	28	1.6 dCi 110 Visia	E20015	109	97	17										
200h Luxury	E24745	134	94	20						2.20 150 SE	E22095	148	108	21	C63 AMG S	E66545	503	192	-	1.6 JCW	E28870	215	165	33	1.6 dCi 110 Accentra	E21600	109	97	17										
200h F Sport	E26995	134	94	20						2.20 145 SE	E19595	143	129	19	C200 Bluetec SE	E28985	184	132	30	GL-CLASS 5dr 4x4	Decent on road and off despite its size. Nice cabin, too	★★★★★			1.6 One 2WD	E17990	70	111	13	1.5 dCi 110 N-tec	E23450	109	99	14					
200h Premier	E27945	134	94	21						2.20 145 SE Nav	E20295	143	129	19	C200 Bluetec Sport	E30980	184	102	25	1.6 Cooper 2WD	E19740	110	118	18	1.5 dCi 110 Tekna	E24000	109	99	14										
I5 4dr saloon	Sleek junior exec, well made and interesting. Needs a better diesel	★★★★★								2.20 145 SE-L	E20395	143	129	16	C200 Bluetec AMG Line	E32475	184	102	25	1.6 Cooper S ALL4 4WD	E20940	181	123	16	1.5 dCi 110 Visia	E25300	161	138	14										
250 SE	E26495	204	199	32						2.20 145 SE-L Nav	E21095	143	129	16	C220 Bluetec SE	E29780	168	103	31	1.6 dCi 110 Accentra	E20015	109	97	17															
250 Luxury	E27995	204	199	33						2.20 150 Sport Nav	E24095	162	135	19	C220 Bluetec AMG Line	E31775	168	104	31	1.6 JCW	E28870	215	165	33	1.6 dCi 110 N-tec	E21600	109	97	17										
250 F Sport	E30495	204	213	33						2.20 150 SE	E22095	148	108	21	C250 Bluetec SE	E32455	201	117	35	2.0 GL-CLASS 5dr 4x4	Decent on road and off despite its all-wheel roadster	★★★★★			1.6 Cooper S ALL4 4WD	E23830	141	126	20	1.5 dCi 110 Tekna	E26800	128	115	19					
250 Premier	E35495	204	213	33						2.20 150 SE Nav	E22795	148	108	21	C250 Bluetec Sport	E34430	201	117	35	2.0 Cooper SD	E34750	181	151	54	X-TRAIL 5dr 4x4	Sleek, Oshqai-based crossover is an easy win if you require seven seats	★★★★★			1.6 Cooper SD ALL4 4WD	E23195	128	129	20					
GS 4dr saloon	Refreshingly different, but lacks a diesel engine	★★★★★								2.20 150 SE	E22795	148	108	21	C250 Bluetec AMG Sport	E34750	201	165	38	1.6 dCi 110 N-tec	E23450	109	99	14															
300 SE	E31495	179	109	31						2.20 150 SE-L	E22425	143	129	16	C280 Bluetec SE	E29770	181	124	31	1.6 Cooper S ALL4 4WD	E21890	181	139	30	1.6 dCi 110 Tekna	E24000	109	99	14										
300 Luxury	E31495	179	113	31						2.20 150 SE-L Nav	E22425	143	129	16	C280 Bluetec Sport	E30980	184	102	25	1.6 Cooper S ALL4 4WD	E21890	181	118	18	1.6 dCi 110 Visia	E25300	161	138	14										
300 F Sport	E31475	179	113	32						2.20 150 SE-L	E22425	143	129	16	C280 Bluetec AMG Line	E32475	184	102	25	1.6 dCi 110 Accentra	E20015	109	97	17															
300h Premier	E34795	179	113	33						2.20 150 SE	E22795	148	116	21	C280 Bluetec Hybrid	E35045	201	117	34	1.6 dCi 110 N-tec	E25500	109	99	15															
450h Luxury	E45495	338	141	42						2.20 175 Sport Nav	E27595	173	119	23	C280 Bluetec Hybrid	E37040	201	94	-	1.6 dCi 110 Tekna	E26800	128	115	19															
450h F Sport	E51495	338	145	42						2.20 175 Sport	E27595	173	119	23	C280 Bluetec Hybrid AMG Line	E38535	201	94	-	1.6 dCi 110 Visia	E20015	109	97	17															
450h Premier	E51495	338	141	42						2.20 175 Sport Nav	E26295	173	119	23	C280 Bluetec Hybrid AMG Sport	E38535	201	117	35	1.6 dCi 110 Accentra	E21600	109	97	17															
L5 4dr saloon	Uninspiring luxury barge with a huge boot	★★★★★								2.20 150 SE-L	E24095	148	116	19	C-CLASS 5dr estate	Decent practicality and fantasy interior - but only okay to drive	★★★★★			1.6 dCi 110 N-tec	E23450	109	99	14															
450h	list attached	★★★★★								2.20 150 SE-L Nav	E24795	148	116	19	C200 Bluetec	E32425	184	102	25	1.6 dCi 110 Tekna	E24000	109	99	14															
460 Luxury	E71995	382	249	48						2.20 150 SE-L	E27195	148	116	21	C200 Bluetec Sport	E34430	201	117	35	1.6 dCi 110 Visia	E25300	161	138	14															
460 F-Sport	E74495	382	249	49						2.20 150 SE-L	E27195	148	116	21	C200 Bluetec AMG Line	E36705	261	209	49	1.6 dCi 110 Accentra	E20015	109	97	17															
600h L Premier	E99995	439	199	50						2.20 175 Sport Nav	E27595	173	119	23	C200 Bluetec Hybrid	E36705	261	209	49	1.6 dCi 110 N-tec	E25500	109	99	15															
600h L Premium	E10150	439	199	50						2.20 175 Sport Nav	E27595	173	119	23	C200 Bluetec Hybrid AMG Line	E37150	201	132	43	1.6 dCi 110 Tekna	E26800	128	115	19															
NX 5dr hatch	Some good ideas, but dramatically off the pace to drive	★★★★★								2.20 175 Sport Nav	E27595	173	119	23	C200 Bluetec Hybrid AMG Sport	E37150	201	117	35	1.6 dCi 110 Visia	E20015	109	97	17															
300h S 2WD	E29495	175	116	29						2.20 175 Sport Nav	E27595	173	119	23	C200 Bluetec Hybrid Sport	E37150	201	117	35	1.6 dCi 110 Accentra	E21600	109	97	17															
300h SE	E31495	175	121	31						2.20 175 Sport Nav	E27595	173	119	23	C200 Bluetec Hybrid AMG Line	E37150	201	117	35	1.6 dCi 110 N-tec	E23450	109	99	14															
300h Luxury	E31495	175	121	31						2.20 175 Sport Nav	E27595	173	119	23	C200 Bluetec Hybrid Sport	E37150	201	117	35	1.6 dCi 110 Tekna	E24000	109	99	14															
300h F Sport	E30650	175	121	32						2.20 175 Sport Nav	E26695	148	119	19	C200 Bluetec Hybrid AMG Line	E37150	201	117	35	1.6 dCi 110 Visia	E25300	161	138	14															
300h Premier	E42995	175	121	33						2.20 175 Sport Nav	E26595	148	119	17	C200 Bluetec Hybrid Sport	E37150	201	117	35	1.6 dCi 110 Accentra	E21600	109	97	17															
LOTUS										2.20 175 Sport Nav	E26595	148	116	17	C200 Bluetec Hybrid AMG Line	E37150	201	117	35	1.6 dCi 110 N-tec	E23450	109	99	14															
ELISE 2dr open	Pure sports car. Great chassis and steering, low running costs	★★★★★								2.20 175 Sport Nav	E26595	148	116	17	C200 Bluetec Hybrid AMG Sport	E37150	201	109	43	1.6 dCi 110 Visia	E20015	109	97	17															
1.6 Club Racer	E28580	134	149	43						2.20 175 Sport Nav	E26595	148	116	17	C200 Bluetec Hybrid Sport	E37150	201	109	43	1.6 dCi 110 Accentra	E21600	109	97	17															
1.6 Sport	E29050	134	149	43						2.20 175 Sport Nav	E26595	148	116	17	C200 Bluetec Hybrid AMG Line	E37150	201	109	43	1.6 dCi 110 N-tec	E23450	109	99	14															
1.6 S	E30650	134	149	43						2.20 175 Sport Nav	E26595	148	116	17	C200 Bluetec Hybrid Sport	E37150	201	109	43	1.6 dCi 110 Tekna	E24000	109	99	14															
EXIGE 2dr coupé	Sharp, uncompromising track car. Unforgiving on road	★★★★★								2.20 175 Sport Nav	E26595	148	116	17	C200 Bluetec Hybrid AMG Line	E37150	201	109	43	1.6 dCi 110 Visia	E20015	109	97	17															
3.5 V6	E54610	245	236	47						2.20 175 Sport Nav	E26595	148	116	17	C200 Bluetec Hybrid Sport	E37150	201	109	43	1.6 dCi 110 Accentra	E21600	109	97	17															
EVORA 2dr coupé	Sublime combination of planted ride and sweet handling	★★★★★								2.20 175 Sport Nav	E26595	148	116	17	C200 Bluetec Hybrid AMG Line	E37150	201	109	43																				

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	
308 SW 5dr estate Thoughtfully developed and very well appointed but still no class leader ★★★★☆					3.8 Carrera 4S	£97970	395	236	50	1.6 VVT 110 Dyn'que TomTom	£18750	109	159	15	
1.2 PureTech 110 Access	£17145	108	109	13	3.8 Targa 4S	£97320	395	237	50	1.4 dci 110 Expr. - S-S	£19245	109	90	16	
1.2 PureTech 110 Active	£18845	108	109	13	3.8 Turbo S	£130138	513	231	50	1.5 dci 110 Dyn'que TomTom S-S E20245	109	90	17	1.2 TS1 105 SE DSG	
1.2 PureTech 110 Allure	£20045	81	111	23	918 SPYDER 2dr open	Porsche's hybrid hypercar. A rare and hugely fast new five-star model ★★★★★	1.5 dci 110 GT Line TomTom S-S E20245	109	90	18	1.2 TS1 105 FR	£15435	103	124	12
1.2 PureTech 130 Active	£19595	128	109	14	4.6 V8	£657400	875	50	MEGANE 3dr coupé Stylish but average in normal guise. T Sport excellent	1.4 dci 110 Dyn'que TomTom S-S E22245	128	104	20	1.2 TD1 75 S A-C	
1.2 PureTech 130 Allure	£20795	128	115	15	20	MEGANE 3dr coupé Stylish but average in normal guise. T Sport excellent	1.6 dci 130 GT Line TomTom S-S E22245	128	104	20	1.2 TD1 75 S A-C Ecomotive	£14555	74	105	7
1.6 BlueHDi 120 Active	£20745	118	88	20	MACAN 5dr 4x4 Spookily good handling. A sports utility vehicle in the purest sense. ★★★★★	1.6 VWT 110 Dyn'que TomTom	£18750	109	159	15	1.2 TD1 75 SE	£15080	74	92	7
1.6 BlueHDi 120 Allure	£21945	118	88	21	20	1.2 TCE 130 GT Line TomTom EDC E22245	113	119	15	1.2 TD1 105 SE	£16160	104	112	14	
1.6 e-HDI 115 Access	£18345	113	95	18	2.0	1.6 dci 110 Dyn'que TomTom S-S E20245	109	90	16	1.6 TD1 105 FR	£17160	104	112	14	
1.6 e-HDI 115 Feline	£22845	113	100	19	3.0 V6 S	£43990	336	212	40	1.6 dci 110 GT Line TomTom S-S E21745	109	90	18	1.2 TS1 105	
1.6 HDI 115 Active	£20345	113	95	18	3.6 V6 Turbo	£59990	395	216	44	1.6 dci 130 Dyn'que TomTom S-S E20245	128	104	20	1.4 TS1 140 ACI FR	
1.6 HDI 115 Allure	£21545	113	100	19	3.0 V6 S Diesel	£43535	254	164	39	1.6 dci 130 GT Line TomTom S-S E22245	128	104	20	1.6 TD1 75 S A-C	
1.6 HDI 92 Access	£17845	91	99	15	PANAMERA 5dr hatch Technically brilliant and with a great cabin. Soulless	1.6 dci 130 GT Line TomTom S-S E22245	128	104	20	1.2 TD1 75 S A-C Ecomotive	£15080	74	92	7	
1.6 HDI 92 Active	£19545	91	99	15	20	1.6 VWT 110 Dyn'que TomTom	£18750	109	159	15	1.2 TD1 75 SE Ecomotive	£16160	104	112	14
2.0 BlueHDi 150 Active	£21095	148	99	24	3.0 V6 S	£83120	414	204	46	1.2 TCE 130 GT Line TomTom EDC E22245	113	119	15	1.2 TD1 105 SE	
2.0 BlueHDi 150 Feline	£24145	148	105	26	3.0 V6	£86770	414	208	46	1.6 dci 110 Dyn'que TomTom S-S E20245	109	90	16	1.6 TD1 105 FR	
508 4dr saloon Very competent and likeable package. ★★★★★					1.6 dci 110 Dyn'que TomTom S-S E20245	109	90	17	1.2 TS1 105	£15435	103	124	12		
163 HDI the best	★★★★★				1.6 dci 110 Dyn'que TomTom S-S E20245	109	90	17	1.6 TD1 105	£15440	103	119	12		
2.2 HDI 200 GT	£30645	201	140	37	3.6 V6 4 PDK	£64453	306	196	46	1.6 dci 130 Dyn'que TomTom S-S E22245	128	104	20	1.6 TD1 75 S A-C	
1.6 e-HDI 115 Active Nav	£22045	113	114	21	4.8 V8 GTS PDK	£94306	424	249	50	1.6 dci 130 GT Line TomTom S-S E22245	128	104	20	1.6 TD1 75 S A-C Ecomotive	
1.6 e-HDI 115 Allure	£24895	113	111	21	4.8 V8 Turbo PDK	£108921	493	239	50	1.6 dci 130 GT Line TomTom S-S E22245	128	104	20	1.6 TD1 75 SE Ecomotive	
2.0 HDI 140 Active Nav	£22445	140	119	27	4.8 V8 Turbo S	£132067	562	239	50	1.6 dci 130 Dyn'que TomTom S-S E20245	109	90	16	1.6 TD1 105 FR	
2.0 HDI 140 Allure	£25295	140	119	28	3.0 V6	£65634	247	166	46	1.6 dci 110 GT Line TomTom S-S E22245	109	90	18	1.6 TD1 105	
2.0 BlueHDi 150 Allure Nav	£26395	148	109	30	CAVENLY 5dr 4x4 Classy interior and mostly good fun. Hybrid not enthralling	£84456	410	71	50	1.6 dci 130 Dyn'que TomTom S-S E22245	128	104	20	1.6 TD1 75 S A-C	
2.0 HDI 163 Allure Nav Auto	£27195	161	140	30	3.0 V6 S E-Hybrid	£61529	410	79	49	1.6 dci 130 GT Line TomTom S-S E22245	128	104	20	1.6 TD1 75 S A-C	
508 SW 5dr estate As good as saloon, only better looking. ★★★★★					1.6 dci 130 GT Line TomTom S-S E22245	128	104	20	1.6 TD1 75 S A-C	£19625	108	87	14		
2008 5dr hatch Efficient and well-mannered but short on space and style ★★★★★					1.6 dci 130 Dyn'que TomTom	£18750	110	159	18	1.6 TD1 105 SE	£16160	104	112	14	
1.2 VTi 82 Access +	£13195	81	114	10	1.6 dci 130 Dyn'que TomTom	£18750	110	159	18	1.6 TD1 105	£17160	104	112	14	
1.2 VTi 82 Active	£14295	81	114	10	SATRIA NEO 3dr hatch Best Proton ever, but still unjustifyable	£73438	414	234	-	1.6 TD1 105	£1695	104	112	14	
1.2 VTi 82 Allure	£15595	81	114	10	1.6 GSX	£8495	111	157	19	1.6 TD1 105	£1753	123	120	16	
1.6 VTi 120 Allure	£16750	118	135	20	1.6 Sport	£9495	111	157	19	1.6 TD1 105	£1753	123	120	16	
1.6 VTi 120 Feline Calima	£18150	118	135	20	GEN-2 4dr saloon Hugely disappointing despite price	£73438	414	234	-	1.6 TD1 105	£1753	123	120	16	
1.6 VTi 120 Feline Mistral	£18450	118	135	20	1.6 dci 130 Dyn'que TomTom	£132067	562	239	50	1.6 TD1 105	£1753	123	120	16	
1.4 HDI 70 Active	£14495	67	104	10	1.6 dci 130 Dyn'que TomTom	£132067	562	239	50	1.6 TD1 105	£1753	123	120	16	
1.4 HDI 70 Active Nav	£15595	67	104	10	GEN-2 5dr hatch Hugely disappointing despite price	£73438	414	234	-	1.6 TD1 105	£1753	123	120	16	
1.6 e-HDI 92 Active EGC S-S	£16245	91	103	17	1.6 dci 130 Dyn'que TomTom	£132067	562	239	50	1.6 TD1 105	£1753	123	120	16	
1.6 e-HDI 92 Active EGC S-S	£16845	91	98	17	1.6 GLS	£9195	74	164	10	1.6 TD1 105	£1753	123	120	16	
1.6 e-HDI 92 Allure S-S	£17745	91	103	18	1.6 GSX	£11195	110	170	16	1.6 TD1 105	£1753	123	120	16	
3008 5dr mpv Good handling and flexible cabin. Split tailgate a useful touch. ★★★★★					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
RENAULT					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
RADICAL					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
SR2 3dr coupé Spectacular on the track: not so good on the way home					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
SL					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
PHOTON					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
GEN-2 4dr saloon Compromise in quality isn't worth the saving. ★★★★★					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
TWIZY 2dr hatch Zany solution to personal space. Still irreverent and impractical. ★★★★★					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
GEN-2 5dr hatch Hugely disappointing despite price					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
TWINGO 5dr hatch Rear-engined city car is cleverly packaged - but not the class leader					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
GEN-2 5dr hatch Hugely disappointing despite price					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
REWRATH 5dr coupé In many respects - not least from behind the wheel - the best Roller					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
PHANTOM 4dr saloon Opulence befitting the price tag. Benchmark ride quality					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
PHANTOM 2dr open Opulence befitting the price tag. Benchmark ride quality					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
SCENIC 5dr mpv Still a class act. Well priced and equipped					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
SCENIC CC 5dr mpv Stylish and refined but bland.					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
CAPTUR 5dr hatch On compact crossover. Better looking than most					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
SEAT					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
MII 3dr hatch Predictably not quite as good as the VW Up. Cheaper, though					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
ZOE 5dr hatch Far more practical zero emission solution. Attractive price					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
ZOE 5dr hatch Far more practical zero emission solution. Attractive price					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
RELLY 5dr hatch Short on space and style. ★★★★★					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
WRAITH 5dr coupé In many respects - not least from behind the wheel - the best Roller					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
ALHAMBRA 5dr mpv Practical, refined and good value. Not exciting					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
CITIGO 3dr hatch The VW Up in entry-level Skoda format					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
MII 3dr hatch Predictably not quite as good as the VW Up. Cheaper, though					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
IBIZA 3dr hatch Sharp looks and handling. Cupra needs a manual					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
IBIZA 5dr hatch Sharp looks and handling. Cupra needs a manual					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
IBIZA 5dr hatch Sharp looks and handling. Cupra needs a manual					1.6 TD1 105	£1753	123	120	16	1.6 TD1 105	£1753	123	120	16	
<b															

WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?



If your car goes wrong, you could be faced with wallet busting repair bills. Not to mention the hassle of dealing with the garage and being without your motor for days, or even weeks on end.



A used car repair plan from Warrantywise gives you total peace of mind when your car goes bang!



All of our plans include car hire, hotel & onwards travel expenses as well as recovery as standard.



You can also take your car to any VAT registered garage in the UK or Europe for repairs!

Prices start from just £19 per month. Best of all its been designed by motoring consumer champion, Quentin Willson.

Designed by Quentin Willson



QUENTIN WILLSON'S VIDEO GUIDE

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

Watch Quentin's Video Guide
www.warrantywise.co.uk/guide

Terms and conditions apply. Accurate at the time of printing.



Get a Quote Online
warrantywise.co.uk



Call us on Freephone
0800 121 4770

Warrantywise
Simply the Best in the Business

One badge...one Club

From £600 to 600bhp, whatever you own – we're here for you

The Benefits

Flagship Magazine • International, National and Regional Club Events • Registers
Factory Visits • Motorsport Division (inc. Track Days) • Cars and Parts For Sale
Technical Support • Member Discounts • Club Shop • Website and Forum

Join Us

The ONLY officially recognised Porsche Club in the UK - with approx 13,000 members

Membership from £60 pa*



Porsche Club
Great Britain



* Individual UK Resident's Membership (plus initial £10 joining fee).
Porsche ownership not required! Prices correct at time of going to press.

Tel: 01608 652911 (8.30am - 5pm) www.porscheclubgb.com

WHAT'S COMING WHEN



Renault Kadjar

Summer

Sharing many of its components with the Nissan Qashqai, Renault's Kadjar crossover will be offered with a choice of two or four-wheel drive and should offer a modicum of off-road capability. The petrol and diesel engine line-up will mirror that of the Qashqai, offering up to 128bhp. Price From £18,000 (est)

BMW X1 Autumn 2015

Compact SUV will swap native rear-wheel drive for front-wheel drive in its second generation.

Fiat 124 Spider Summer 2015

Italian-made version of the Mazda MX-5 roadster will be badged as a Fiat and become a key vehicle for Fiat Chrysler.

Hyundai Tucson September 2015

Hyundai's Nissan Qashqai rival replaces the outgoing ix35, becoming a global product.

Mazda CX-3 June 2015

The Skyactiv-based CX-3 is Mazda's Nissan Juke rival. It will be offered with four-wheel drive.

Mercedes-Benz G500 4x4 Spring 2015

A successor to the monstrous G63 AMG 6x6, the G500 4x4 is set to deliver 416bhp from its V8 engine.

Peugeot 208 facelift June 2015

More economical engines and new equipment lift the appeal of Peugeot's hatchback.

Ssangyong Tivoli June 2015

Following on from several concepts, Ssangyong finally enters the compact crossover market with the Nissan Juke-sized Tivoli.

Toyota Avensis facelift Summer 2015

BMW-sourced diesel engines will be added to the Avensis saloon and estate range.

Vauxhall Viva June 2015

New budget city car will be the entry point to Vauxhall's range. Prices start from £7995.

Volkswagen Passat Alltrack September 2015

Rugged Passat gets four-wheel drive, along with off-road styling and a raised ride height.

Stay up to date with all the latest new car launches with Autocar's new cars calendar. Head to autocar.co.uk



Skoda Superb

Autumn

Pitched as a rival to everything from the Ford Mondeo to the BMW 3 Series, the new Superb is based on the Volkswagen Group's MQB platform and sheds its predecessor's dual-opening saloon/hatchback boot in favour of a more conventional liftback. Engines will consist of mostly diesels, with a 2.0-litre unit sitting at the core of the range. A new estate version is also on the way. Price From £18,640

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.2 TSI 105 GreenTech SE	£15880	104	118	13	2.0 TDI 170 Eleg.	£20705	168	122	26	SPASH 5dr hatch	Lots of space and fun to drive but not cheap	★★★☆☆		
1.2 TSI 105 GreenTech Eleg.	£16630	104	118	13	2.0 TDI 170 Eleg. 4x4	£29950	168	149	25	1.0 S2	£9599	68	109	7
1.2 TSI 105 Sport	£15630	104	125	15	2.0 TDI 170 Laurin & Klement	£29690	168	122	26	1.0 S2	£10319	68	109	7
1.4 TSI 122 SE DSG	£17425	120	134	16	2.0 TDI 170 Laurin & Klement 4x4	£32590	168	149	25	1.0 S2	£10799	93	118	11
1.4 TSI 122 Eleg. DSG	£18175	120	134	16	2.0 TDI 170 Outdoor 4x4	£29240	168	149	25	1.2 S2	£11879	93	118	11
1.4 TSI 122 GreenTech SE DSG	£17545	120	127	18	2.0 TDI 170 Outdoor Plus 4x4	£30240	168	149	25	1.2 S2	£11879	93	118	11
1.4 TSI 122 GreenTech Eleg.	£18295	120	127	18	2.0 TDI 170 SE	£24340	168	122	25	SWIFT 3dr hatch	Cute looks and rewarding handling.	★★★☆☆		
1.6 TDI 105 S	£16430	103	118	13	2.0 TDI 170 SE 4x4	£27240	168	149	24	Sport is excellent fun	★★★☆☆			
1.6 TDI 105 SE	£17380	103	114	15	3.6 V6 FSI Eleg. 4WD	£31935	256	217	34	1.2 S2	£10799	93	116	11
1.6 TDI 105 Eleg.	£18130	103	114	15	3.6 V6 FSI Laurin and Klement	£34575	256	217	34	1.2 S2	£12395	93	116	11
1.6 TDI 105 GreenTech SE	£17630	103	106	15	1.6 TDI 105 Eleg. Greenline	£25375	103	113	17	1.2 S2	£14039	93	116	11
1.6 TDI 105 GreenTech Eleg.	£18380	103	106	15	ROOMSTER 5dr mpv	Quirky looks, talented package	★★★☆☆			1.6 Sport	£13999	134	147	19
RAPID 5dr estate	Estate shape makes most sense of Rapid's skinny body	★★★☆☆			RAV4 5dr 4x4	A solid option, but ultimately outgunned by Korean competition	★★★★★			1.8 V-matic Active	£17700	145	152	17
1.6 TDI 105 S	£16430	103	118	13	1.2 S	£12105	69	149	15	1.8 V-matic Icon	£20300	145	152	18
1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14	1.2 TSI 85 S	£12750	84	134	9	1.8 V-matic Icon+	£23250	145	152	18
1.2 TSI 105 GreenTech SE	£16430	104	118	14	1.2 TSI 85 SE	£14135	84	134	9	1.8 V-matic Icon	£18695	124	119	22
1.2 TSI 105 SE	£16430	104	118	14	1.2 TSI 85 Scout	£14685	84	134	9	2.0 D-4D Active 2WD	£22495	124	127	26
1.2 TSI 86 GreenTech S	£14590	84	114	12	1.2 TSI 105 S auto	£14185	104	134	12	2.0 D-4D Icon 2WD	£24995	124	127	26
1.2 TSI 86 GreenTech SE	£15730	84	114	12	1.2 TSI 105 SE	£14800	104	134	12	2.0 D-4D Icon 4WD	£26000	124	137	26
1.2 TSI 86 S	£16430	84	111	14	1.2 TSI 105 Scout	£15350	104	134	12	2.0 D-4D Invincible 2WD	£26695	124	127	27
1.2 TSI 86 SE	£15480	84	111	14	1.2 TDI 75 Greenline II	£16325	74	109	9	2.0 D-4D Invincible 4WD	£27700	124	132	
1.4 TSI 122 Eleg. DSG	£18445	120	134	18	1.6 TDI CR 90 CR	£15415	89	124	11	1.8 V-matic Icon	£26800	148	149	29
1.4 TSI 122 Eleg. Icon	£18565	120	127	18	1.6 TDI CR 105 S	£15640	104	124	13	2.2 D-4D Invincible 4WD	£28500	148	149	29
1.6 TDI 105 Eleg.	£17985	120	134	18	1.6 TDI CR 105 Scout	£16190	104	124	13	AVENTIS 4dr saloon	Nothing wrong, but nothing exceptional. Good spec	★★★☆☆		
1.6 TDI 105 Eleg.	£18390	103	114	16	SWIFT 5dr hatch	Cute looks and rewarding handling.	★★★☆☆			1.8 V-matic Active	£17700	145	152	17
1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16	Sport is excellent fun	★★★☆☆			1.8 V-matic Icon	£20300	145	152	18	
1.6 TDI 105 GreenTech SE	£18180	103	106	16	1.6 TDI 110 Outdoor S'nes E	£19915	103	119	14	1.8 V-matic Icon+	£23250	145	152	18
1.6 TDI 105 S	£16790	103	114	15	2.0 TDI 110 Outdoor SE 4WD	£21405	109	154	20	1.8 V-matic Icon	£18695	124	119	22
1.6 TDI 105 SE	£17930	103	114	15	2.0 TDI 140 Outdoor SE 4WD	£22230	138	152	18	2.0 D-4D Active	£21295	124	119	23
1.6 TDI 90 Greenline	£17195	89	99	14	1.2 TSI 105 S	£16915	103	142	13	1.6 DDIS 524	£22425	124	119	23
1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14	1.2 TSI 105 Outdoor S	£16915	103	142	13	2.0 D-4D Icon	£24495	124	119	23
1.6 TDI 90 GreenTech SE	£17530	89	106	14	1.2 TSI 105 SE	£18425	103	142	13	2.0 D-4D Icon	£23450	148	143	25
1.6 TDI 90 S	£16140	89	114	13	1.2 TSI 105 Outdoor SE	£18425	103	142	13	2.0 D-4D Icon+	£25250	148	143	25
1.6 TDI 90 SE	£17280	89	114	13	1.2 TSI 105 Eleg.	£20250	103	142	14	1.6 DDIS 524	£25500	148	143	25
1.6 TDI 90 Eleg.	£17740	89	114	13	1.2 TSI 105 Outdoor Eleg.	£20250	103	142	14	2.2 D-4D Icon	£26300	148	143	25
OCTAVIA 5dr hatch	Extended wheelbase makes the Octavia an even more practical choice	★★★★★			1.6 DDIS 524	£26500	148	143	25	Unsettled.	★★★☆☆			
1.6 TDI 105 S	£16750	103	114	15	1.8 TSI 160 Outdoor L&K 4WD	£25940	158	182	20	Diesel is undefined	★★★☆☆			
1.6 TDI 105 SE	£17750	103	114	15	1.8 TSI 160 Outdoor L&K 4WD	£25940	158	182	20	1.6 DDIS 524	£23400	148	165	25
1.6 TDI 105 Business	£19775	104	99	14	1.8 TSI 160 Outdoor S GreenLine	£18405	103	119	14	1.6 DDIS 524	£23400	148	165	25
1.2 TSI 105 S	£16525	104	114	13	1.8 TSI 160 SE GreenLine	£19915	103	119	14	1.6 DDIS 524	£23400	148	165	25
1.2 TSI 105 SE	£17875	104	114	13	1.8 TSI 160 SE GreenLine	£19915	103	119	14	1.6 DDIS 524	£23400	148	165	25
1.4 TSI 140 SE	£19075	128	121	25	FORTWO 3dr hatch	A better Fortwo than ever, but there's no real reason to buy it	★★★☆☆			1.6 DDIS 524	£23400	148	165	25
1.4 TSI 140 Eleg.	£20775	128	121	25	1.0 TDI 110 S	£18255	109	134	20	1.6 DDIS 524	£23400	148	165	25
1.8 TSI 184 Laurin & Klement	£26915	104	125	25	1.0 TDI 110 S	£18255	109	134	20	1.6 DDIS 524	£23400	148	165	25
1.4 TSI 140 Eleg.	£20775	128	121	25	1.0 TDI 110 S	£18255	109	134	20	1.6 DDIS 524	£23400	148	165	25
1.4 TSI 140 Eleg. DSG	£20815	104	117	25	1.0 TDI 110 S	£18255	109	134	20	1.6 DDIS 524	£23400	148	165	25
1.4 TSI 140 Eleg. Icon	£20815	104	117	25	1.0 TDI 110 S	£18255	109	134	20	1.6 DDIS 524	£23400	148	165	25
1.4 TSI 140 Eleg. DSG	£20815	104	117	25	1.0 TDI 110 S	£18255	109	134	20	1.6 DDIS 524	£23400	148	165	25
1.4 TSI 140 Eleg. Icon	£20815	104	117	25	1.0 TDI 110 S	£18255	109	134	20	1.6 DDIS 524	£23400	148	165	25
1.4 TSI 140 Eleg. DSG	£20815	104	117	25	1.0 TDI 110 S	£18255	109	134	20	1.6 DDIS 524	£23400	148	165	25
1.4 TSI 140 Eleg. Icon	£20815	104	117	25	1.0 TDI 110 S	£18255	109	134	20	1.6 DDIS 524	£23400	148	165	25
1.4 TSI 140 Eleg. DSG	£20815	104	117	25	1.0 TDI 110 S	£18255	109	134	20	1.6 DDIS 524	£23400	148	165	25
1.4 TSI 140 Eleg. Icon	£20815	104	117	25	1.0 TDI 110 S	£18255	109	134	20	1.6 DDIS 524	£23400	148	165	25
1.4 TSI 140 Eleg. DSG	£20815	104	117	25	1.0 TDI 110 S	£18255	109	134	20	1.6 DDIS 524	£23400	148	165	25
1.4 TSI 140 Eleg. Icon	£20815	104	117	25	1.0 TDI 110 S	£18255	109	134	20	1.6 DDIS 524	£23400	148	165	25
1.4 TSI 140 Eleg. DSG	£20815	104	117	25	1.0 TDI 110 S	£18255	109	134	20	1.6 DDIS 524	£23400	148	165	25
1.4 TSI 140 Eleg. Icon	£20815	104	117	25	1.0 TDI 110 S	£18255	109	134	20	1.6 DDIS 524	£23400	148	165	25
1.4 TSI 140 Eleg. DSG	£20815	104	117											

NEW CARS A-Z

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group	Make and Model	Price	Bhp	CO ₂ g/km	Insurance group													
1.4i 100 Turbo SRI VX-Line	£13630	99	119	-	CASCADA 2dr open	Comfortable and credible alternative to the usual ragtop	★★★★★	1.4i 100 Turbo SE	£13240	99	119	-	1.4i 120 200 200 Elite	£28350	202	168	24	2.0 CDI 130 Design	£19544	129	104	13	1.4T 140 SE 2WD S-S	£21424	138	139	13	GOLF 5dr estate	The complete package. Reassuringly expensive	★★★★★	3.0 V6 TDI 240 LWB	£57615	236	224	45		
1.4i 100 Turbo SE	£13240	99	119	-	1.3 CDI 75 S-S Life	£13150	74	-	6	1.6T 200 200 Elite	£28350	202	168	24	2.0 CDI 130 Energy	£22914	129	104	16	1.7 CDI 130 Tech Line S-S	£17949	129	120	12	1.2 TSI 105 S	£19535	104	117	11	TOURAN 5dr mpv	Good chassis but little inspiration.	★★★★★	2.0 TDI 171 Sport	£28350	177	150	24
1.3 CDI 75 S-S Design	£13150	74	-	-	1.4i 200 SE	£26250	202	168	24	2.0 CDI 130 SRI	£21344	129	104	16	1.7 CDI 130 Exclusiv S-S	£19949	129	120	13	1.2 TSI 85 S	£18525	84	115	7	Bland appearance	★★★★★	1.2 TSI 105 S	£20295	121	124	14						
1.3 CDI 75 S-S SRI	£13845	74	-	-	1.4T 140 S-E S-S	£24030	138	149	20	2.0 CDI 130 SRI Nav	£22194	129	104	16	1.7 CDI 130 S-E S-S	£22449	129	120	14	1.4 TSI 122 S	£20295	121	124	14	1.4 TSI 140 SE	£19790	104	149	12								
1.3 CDI 75 S-S SRI VX-Line	£14880	74	-	-	1.4T 140 Elite S-S	£26715	138	148	21	2.0 CDI 130 SRI VX-Line	£22564	129	104	16	1.7 CDI 130 Tech Line 4x4 S-S	£19649	129	129	12	1.4 TSI 122 SE	£21230	121	124	13	1.4 TSI 140 GT	£24545	138	121	15								
1.3 CDI 75 S-S SE	£14490	74	-	-	1.6T SIDI 170 SE Au	£27130	168	164	24	2.0 CDI 130 SRI VX-Line Nav	£23414	129	104	16	1.7 CDI 130 Exclusiv 4x4 S-S	£21649	129	129	13	1.6 TDI 105 S	£21150	129	120	12	1.6 TDI 105 BlueTech S	£23705	104	121	14								
1.3 CDI 95 S-S SRI	£14345	94	85	9	1.6T SIDI 170 Elite Au	£29230	168	164	24	2.0 CDI 140 Design	£20634	130	104	19	1.6T SIDI 170 SE 4x4 S-S	£21419	129	129	14	1.6 TDI 105 SE	£22085	103	102	11	1.6 TDI 140 BlueTech Sp.	£25470	138	127	19								
1.3 CDI 95 S-S SRI VX-Line	£15380	94	85	-	2.0 CDI 165 SE S-S	£26115	163	138	23	2.0 CDI 140 Design Nav	£21484	138	104	19	1.6T SIDI 170	£24814	138	104	19	1.6 TDI 110 BlueMotion	£22365	110	87	15	SHARAN 5dr mpv	Refined, flexible MPV. Seat version is cheaper	★★★★★	2.0 TDI 140 BlueTech	£26930	138	127	19					
1.3 CDI 95 S-S SRI	£14990	94	85	-	2.0 CDI 165 Elite S-S	£28165	163	138	23	2.0 CDI 140 Elite	£25664	138	104	19	1.6T SIDI 170	£24814	138	104	19	1.6 TDI 90 S	£20345	89	102	11	GOLF SV 5dr mpv	MOP platform gives the Golf pro MPV proportions. Still no C-Max though	★★★★★	1.4 TSI 150 S	£25250	148	167	16					
CORSA Sd hatch	Very refined, stylish and practical. Engines not so good	★★★★★	★★★★★	★★★★★	2.0 CDI 195 BiTurbo Elite S-S	£29700	192	138	27	2.0 CDI 140 Elite Nav	£24004	138	104	19	1.6T SIDI 170	£24814	138	104	19	1.6 TDI 105 SE	£22085	103	102	11	TOUAN 5dr mpv	Good chassis but little inspiration.	★★★★★	2.0 TDI 177 SE	£30555	177	152	23					
1.0i 90 S-S Design	£13330	89	102	-	1.6i 190 Positron	£33750	149	27	20	2.0 CDI 140 SRI	£22434	138	104	19	1.6T SIDI 170	£24814	138	104	19	1.6 TDI 150 SE	£23345	177	152	23	SHARAN 5dr mpv	Refined, flexible MPV. Seat version is cheaper	★★★★★	2.0 TDI 177 SE	£33455	177	152	23					
1.0i 90 S-S	£14025	89	102	-	16kWh Positron	£34595	149	27	21	2.0 CDI 140 SRI	£22434	138	104	19	1.6T SIDI 170	£24814	138	104	19	1.6 TDI 105 SE	£21150	129	120	12	GOLF SV 5dr mpv	MOP platform gives the Golf pro MPV proportions. Still no C-Max though	★★★★★	1.4 TSI 150 S	£25250	148	167	16					
1.0i 90 S-S SE	£14670	89	102	-	16kWh Electron	£34595	149	27	21	2.0 CDI 140 SRI	£22434	138	104	19	1.6T SIDI 170	£24814	138	104	19	1.6 TDI 105 SE	£21150	129	120	12	TOUAN 5dr mpv	Good chassis but little inspiration.	★★★★★	2.0 TDI 177 SE	£30555	177	152	23					
1.0i 115 S-S Sting	£14125	113	-	-	INSIGNIA 4dr saloon	Nearly as good as a Mondeo.	★★★★★	1.2 TSI 70 Life	£15100	69	126	-	2.0 CDI 130 Design	£18244	161	119	20	2.0 CDI 140 Design	£20394	129	104	16	1.6T SIDI 170	£24814	138	104	19	GOLF 5dr estate	The complete package. Reassuringly expensive	★★★★★	3.0 V6 TDI 240 LWB	£57615	236	224	45		
1.0i 115 S-S SRI	£15060	113	-	-	1.6T SIDI 170	£24814	138	104	19	2.0 CDI 140 Design Nav	£20394	129	104	16	1.6T SIDI 170	£24814	138	104	19	1.2 TSI 85 S	£18525	84	115	9	TOUAN 5dr mpv	Good chassis but little inspiration.	★★★★★	2.0 TDI 177 SE	£30555	177	152	23					
1.2i 70 Life	£15100	69	126	-	1.6T SIDI 170	£24814	138	104	19	2.0 CDI 140 Design	£20394	129	104	16	1.6T SIDI 170	£24814	138	104	19	1.2 TSI 105 S	£20295	121	124	14	SHARAN 5dr mpv	Refined, flexible MPV. Seat version is cheaper	★★★★★	2.0 TDI 177 SE	£33455	177	152	23					
1.2i 70 Sting	£1595	69	126	-	1.6T SIDI 170	£24814	138	104	19	2.0 CDI 140 Design	£20394	129	104	16	1.6T SIDI 170	£24814	138	104	19	1.2 TSI 122 S	£20295	121	124	14	GOLF 5dr estate	The complete package. Reassuringly expensive	★★★★★	3.0 V6 TDI 240 LWB	£57615	236	224	45					
1.2i 70 Design	£15100	69	126	-	1.6T SIDI 170	£24814	138	104	19	2.0 CDI 140 Design	£20394	129	104	16	1.6T SIDI 170	£24814	138	104	19	1.2 TSI 122 SE	£21230	121	124	13	TOUAN 5dr mpv	Good chassis but little inspiration.	★★★★★	2.0 TDI 177 SE	£30555	177	152	23					
1.2i 70 SRI	£12195	69	126	-	1.6T SIDI 170	£24814	138	104	19	2.0 CDI 140 Design	£20394	129	104	16	1.6T SIDI 170	£24814	138	104	19	1.4 TSI 140 GT	£24545	138	121	15	SHARAN 5dr mpv	Refined, flexible MPV. Seat version is cheaper	★★★★★	2.0 TDI 177 SE	£33455	177	152	23					
1.2i 70 SRI VX-Line	£13230	69	126	-	1.6T SIDI 170	£24814	138	104	19	2.0 CDI 140 Design	£20394	129	104	16	1.6T SIDI 170	£24814	138	104	19	1.6 TDI 105 S	£21150	129	120	12	GOLF 5dr estate	The complete package. Reassuringly expensive	★★★★★	3.0 V6 TDI 240 LWB	£57615	236	224	45					
1.2i 70 SRI	£12195	69	126	-	1.6T SIDI 170	£24814	138	104	19	2.0 CDI 140 Design	£20394	129	104	16	1.6T SIDI 170	£24814	138	104	19	1.6 TDI 105 SE	£22085	103	102	11	TOUAN 5dr mpv	Good chassis but little inspiration.	★★★★★	2.0 TDI 177 SE	£30555	177	152	23					
1.2i 70 SRI	£12195	69	126	-	1.6T SIDI 170	£24814	138	104	19	2.0 CDI 140 Design	£20394	129	104	16	1.6T SIDI 170	£24814	138	104	19	1.6 TDI 105 SE	£22085	103	102	11	SHARAN 5dr mpv	Refined, flexible MPV. Seat version is cheaper	★★★★★	2.0 TDI 177 SE	£33455	177	152	23					
1.2i 70 SRI	£12195	69	126	-	1.6T SIDI 170	£24814	138	104	19	2.0 CDI 140 Design	£20394	129	104	16	1.6T SIDI 170	£24814	138	104	19	1.6 TDI 105 SE	£22085	103	102	11	GOLF 5dr estate	The complete package. Reassuringly expensive	★★★★★	3.0 V6 TDI 240 LWB	£57615	236	224	45					
1.2i 70 SRI	£12195	69	126	-	1.6T SIDI 170	£24814	138	104	19	2.0 CDI 140 Design	£20394	129	104	16	1.6T SIDI 170	£24814	138	104	19	1.6 TDI 105 SE	£22085	103	102	11	TOUAN 5dr mpv	Good chassis but little inspiration.	★★★★★	2.0 TDI 177 SE	£30555	177	152	23					
1.2i 70 SRI	£12195	69	126	-	1.6T SIDI 170	£24814	138	104	19	2.0 CDI 140 Design	£20394	129	104	16	1.6T SIDI 170	£24814	138	104	19	1.6 TDI 105 SE	£22085	103	102	11	SHARAN 5dr mpv	Refined, flexible MPV. Seat version is cheaper	★★★★★	2.0 TDI 177 SE	£33455	177	152	23					
1.2i 70 SRI	£12195	69	126	-	1.6T SIDI 170	£24814	138	104	19	2.0 CDI 140 Design	£20394	129	104	16	1.6T SIDI 170	£24814	138	104	19	1.6 TDI 105 SE	£22085	103	102	11	GOLF 5dr estate	The complete package. Reassuringly expensive	★★★★★	3.0 V6 TDI 240 LWB	£57615	236	224	45					
1.2i 70 SRI	£12195	69	126	-	1.6T SIDI 170	£24814	138	104	19	2.0 CDI 140 Design	£20394	129	104	16	1.6T SIDI 170	£24814	138	104	19	1.6 TDI 105 SE	£22085	103	102	11	TOUAN 5dr mpv	Good chassis but little inspiration.	★★★★★	2.0 TDI 177 SE	£30555	177	152	23					
1.2i 70 SRI	£12195	69	126	-	1.6T SIDI 170	£24814	138	104	19	2.0 CDI 140 Design	£20394	129	104	16	1.6T SIDI 170	£24814	138	104	19	1.6 TDI 105 SE	£22085	103	102	11	SHARAN 5dr mpv	Refined, flexible MPV. Seat version is cheaper	★★★★★	2.0 TDI 177 SE	£33455	177	152	23					
1.2i 70 SRI	£12195	69	126	-	1.6T SIDI 170	£24814	138	104	19	2.0 CDI 140 Design	£20394	129	104	16	1.6T SIDI 170	£24814	138	104	19	1.6 TDI 105 SE	£22085	103	102	11	GOLF 5dr estate	The complete package. Reassuringly expensive	★★★★★	3.0 V6 TDI 240 LWB	£57615	236	224	45					
1.2i 70 SRI	£12195	69	126	-	1.6T SIDI 170	£24814	138	104	19	2.0 CDI 140 Design	£20394	129	104	16	1.6T SIDI 170	£24814	138	104	19	1.6 TDI 105 SE	£22085	103	102	11	TOUAN 5dr mpv	Good chassis but little inspiration.	★★★★★	2.0 TDI 177 SE	£30555	177	152						

**SAVE £££S
WHEN YOU
SUBSCRIBE
TO AUTOCAR**

The image shows the front page of Autocar magazine. It features several large headlines and images of cars. At the top left is a red 'AUTOCAR' logo with the tagline 'FIRST FOR CAR NEWS AND REVIEWS'. Below it is a black and white photo of a Bentley. The main headline 'EXCLUSIVE PICS AND DETAILS' is above a large blue sports car. Another headline 'New £2m Aston' is next to a smaller image of an Aston Martin. To the right is a yellow box with the text 'ALL THE GENEVA SHOW STARS'. A large green Bentley is shown with the headline 'NEW BENTLEY'. Below that is another headline 'How £120k sports car will take aim at Aston and F'. To the right is a red Land Rover SUV with the headline 'Why new Land Rover is a winner... and why you shouldn't buy one just yet'. Further right is a black and white photo of a car with the headline '52 GENEVA SHOW STARS'. Below that is a black and white photo of a car with the headline 'Shock Aston 4x4'. At the bottom left is a red Ferrari California with the headline 'New Ferrari California vs Aston, Porsche'. To its right is a white car with the headline 'Turbo GT takes on drop-top fun'. At the bottom right is a red Honda Civic Type R with the headline 'NEW AUDI R8'. Next to it is a red Porsche 911 G with the headline 'HONDA CIVIC TYPE R'. To the right is a black and white photo of a car with the headline 'PORSCHE 911 G'. At the very bottom right is a red car with the headline 'Junior AMG driven'. In the bottom right corner is a small image of a car with the headline 'Used £2k heroes'.

Order securely online at themagazineshop.com

AUTOCAR TOP FIVES

Family hatchbacks



1 Volkswagen Golf

From £17,000

1 Expensive it may be, but there's enough class here to make the price look reassuringly precise. A class above. ★★★★☆



Ford Focus

From £14,000

2 Has a blend of ride and handling that rivals can't match. One of the UK's most popular cars for all the right reasons. ★★★★☆



- Seat Leon

From £16,000

3 Seat Leon From £18,500 As always, a Golf in cheaper Spanish drag. Margins are cleverly engineered to show, but this is the best Leon yet. ★★★★☆



- Mazda 3

From £17,000

4 **Mazda 3** **\$19,177-\$24,300**
Once again the Mazda aces driveability and efficiency but fails to totally convince in an all-star class. ★★★★☆



— Peugeot 308

From £16,000

5 Peugeot 308 From £18,000
No name change, but the appeal of the latest 308 is all new.
A serious contender for family hatchback money. ★★★★☆

Visit autocar.co.uk for all of our Top Fives

Bike Carriers, Roof Boxes, Roof Racks
Water Sports Carriers & Luggage Bags

01732 884408



THULE
SWEDEN

www.roofracks.co.uk

Garage Vac

Keep Your Car Interior In
Showroom Condition

Call today: 01270 291 050

www.garagevac.co.uk

Machine Mart  23382R

Clarke HEAVY DUTY INSTANT GARAGES UP TO 24' (7.3M) LONG

NEW NARROW 10' WIDTH, GREAT WHERE SPACE IS TIGHT

- Extra tough, triple-layer, waterproof cover
- Fully UV treated for long-term protection
- Heavy-duty, powder-coated steel tubing
- Ratchet tightening to ensure drum-tight cover
- Includes ground anchoring system

MODEL	SIZE (LxWxH)	EXC. VAT	INC. VAT
CIG1015	4.6 x 3 x 2.4M	£219.00	£262.80
CIG1216	4.9 x 3.7 x 2.6M	£249.00	£298.80
CIG1020	5.1 x 3 x 2.4M	£269.00	£322.80
CIG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80
CIG1224	7.3 x 3.7 x 2.5M	£379.00	£454.80

FROM ONLY £219.00 EXCL. VAT
£262.80 INC. VAT

3 EASY WAYS TO BUY...

IN-STORE
65 SUPERSTORES

ONLINE
machinemart.co.uk

MAIL ORDER
0115 956 5555

CLICK & COLLECT

CHIP EXPRESSTM
tuning specialists

Plug-in Diesel Upgrades

Enjoy up to 40% more POWER and 20% better ECONOMY!

Diesel Tuning for Cars, Commercials, Tractors & Boats
Fit yourself in minutes - instantly improve drivability!

MONEY BACK GUARANTEE
14 DAY

TÜV CERT

CE

ISO 9001 QUALITY ASSURANCE

The CHIP Express™ tuning system is without doubt the most advanced plug-in diesel upgrade available. It works in harmony with your engine, retaining all safety functions without needing to interfere with the vehicle's existing on-board computer. It can be self fitted in minutes, adjusted for more performance and easily removed. It will free your vehicle from its manufacturer's limits.

www.chipexpress.com

Visit our website, see your vehicle's true potential, order online.
e: email@chipexpress.com t: 01727 730 956

AlloyGator®

Protect your wheels from kerb damage

Tested at **MIRA**

FITS WHEELS UP TO AND INCLUDING 21" ALLOYS

BEFORE 

AFTER 

AVAILABLE IN VARIOUS COLOURS*

Auto EXPRESS PRODUCT OF THE YEAR ALLOY WHEEL PROTECTORS 2013

www.alloygator.com

'KERB THE GATOR NOT THE ALLOY!'

*Colours are for illustrative purposes only.

 Made in Britain

ROAD TEST RESULTS

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance; we also drive on a wide range of roads. We aim to produce the most complete, objective verdict in the business, so you can be sure how good a car is. Where we have tested more than one model in a range, the rating is for the range overall; where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

30-70mph	Indicates overtaking ability through the gears
50-70mph	Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility
Fuel economy	Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard
Braking 60-Omph	Recorded on a high-grip surface at a test track
Mph/1000rpm	Figure is the speed achieved in top gear

ALFA ROMEO									
MITO 3dr hatch ★★★★☆									
1.4 Cloverleaf	136	7.9	21.1	6.9	7.3	2.7	168	184	23.2
36/42	1265								7.4/10
GIULIETTA 5dr hatch ★★★★☆									
2.0 JTdm	135	8.4	22.3	7.7	7.9	2.7	168	258	34.8
40/57	1475								13.10/10
ALPINA									
B3 BITURBO 4dr saloon ★★★★★									
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5
27/35	1610								29.8/13
ARIEL									
ATOM 0dr open ★★★★★									
V8	170	3.0	5.7	1.9	3.7	2.55	475	268	16.4
21/37	650								10.8/11
ASTON MARTIN									
V8 Vantage 2dr coupé ★★★★★									
V8 Roadster	175	5.2	12.0	3.6	7.9	2.7	380	302	26.0
17/22	1713								25.4/07
RAPIDE 4dr coupé ★★★★☆									
Rapide S	190	5.3	11.3	4.3	8.3	3.03	550	457	33.6
19/23	1990								20.3/13
AUDI									
A1 3dr hatch ★★★★★									
1.4 TFSI Sport	126	8.4	22.4	8.9	12.8	2.2	120	148	30.2
34/43	1165								10.11/10
S1	155	5.9	14.4	5.2	5.4	2.6	220	273	25.6
30/39	1390								28.5/14
A3 3dr/5dr hatch ★★★★★									
2.0 TDI Sport	134	8.9	25.9	11.4	10.8	2.7	148	236	30
48/59	1355								26.9/12
S'back e-tron	138	7.9	20.9	6.6	8.5	3.0	201	258	30.7
45/49	1540								31.12/14
RS3	155	4.5	11.1	4.2	6.9	2.1	335	332	34.6
28/34	1640								6.7/11
A4 4dr saloon/5dr estate ★★★★★									
2.0 TDI SE	134	9.7	29.4	11.3	9.7	2.6	141	236	32.7
38/48	1605								20.2/08
RS4	174	4.4	10.3	3.9	7.7	2.9	444	317	28.9
20/32	1795								17.10/12
A5 2dr coupé/cabriolet ★★★★★									
3.0 TDI quattro	155	6.4	16.6	5.9	8.0	2.7	237	368	35.7
32/43	1755								25.7/07
3.0 TDI cabrio	151	7.1	20.2	6.6	8.4	2.9	237	368	32.4
34/38	2035								12.9/09
RS5	155	4.6	10.7	4.0	8.9	2.7	444	317	29.0
22/30	1855								27.10/10
A6 4dr saloon/5dr estate ★★★★★									
2.0 TDI SE	141	8.9	24.1	7.7	9.3	2.8	175	280	34.4
44/55	1675								45.1/11
3.0 TDI SE	155	7.2	20.3	6.4	3.9	2.9	201	295	39.9
34/46	1805								19.10/11
RS6 Avant	155	3.7	8.7	3.1	12.8	2.4	552	516	40.0
20/28	2010								3.7/13
A7 Sportback 4dr saloon ★★★★★									
3.0 V6 TDI	155	6.7	18.7	6.5	*4.0	2.8	241	369	42.9
31/40	1940								9.2/11
A8 4dr saloon ★★★★★									
4.2 V8 TDI	155	5.0	13.0	5.4	*3.4	2.5	346	590	53.1
28/35	2130								16.6/10
TT 2dr ★★★★★									
2.5 RS	155	4.7	11.4	4.4	4.8	2.6	335	332	27.4
24/33	1450								19.8/09
NEW TT 2dr ★★★★★									
2.0 TFSI S-line	155	6.6	14.5	5.0	6.5	2.5	227	273	30.1
29/35	1305								26.11/14
Q3 5dr 4x4 ★★★★★									
2.0 TDI SE	132	8.3	25.5	8.1	*11.5	2.7	175	280	35.8
33/46	1710								16.11/11
RS	155	5.0	12.6	4.5	8.3	2.8	306	310	32.4
32/44	1655								11.14/14
Q5 5dr 4x4 ★★★★★									
2.0 TDI SE	125	9.9	34.2	10.2	9.9	2.8	168	258	29.8
29/37	1880								14.1/09
Q7 5dr 4x4 ★★★★★									
3.0 TDI SE	131	8.6	25.0	8.3	*4.9	2.9	230	369	29.9
23/30	2325								16.8/06
RS8 2dr coupé ★★★★★									
4.2 V8	187	4.4	10.5	4.2	6.7	2.7	414	317	24.0
16/22	1560								23.5/07
5.2 V10 Spyder	195	4.1	8.9	3.2	5.5	2.4	518	391	24.3
17/25	1720								24.3/10
BENTLEY									
CONTINENTAL 2dr coupé ★★★★★									
GTC V8	187	4.5	10.8	3.9	*2.7	2.8	500	487	27.4
18/27	2470								44.1/12
GT	198	4.6	10.9	4.2	*2.4	2.5	567	516	34.9
7/15	2375								16.11/11
FLYING SPUR 4dr saloon ★★★★★									
W12	200	4.5	10.4	3.6	8.4	3.0	616	590	44.5
18/26	2475								7.8/13
MULSANNE 4dr saloon ★★★★★									
6.75 V8	184	5.7	13.7	4.8	*2.8	2.6	505	752	44.8
18/24	2745								21.9/11
BMW									
1-SERIES 3dr hatch ★★★★★									
116i Sport 3dr	130	8.7	25.7	8.9	5.4	2.9	134	162	21.7
34/48	1365								12.10/11
M135i	155	4.6	11.4	4.0	6.8	2.6	315	322	35.9
30/41	1545								14.11/12
2-SERIES 3dr coupé ★★★★★									
220d SE	143	7.8	20.9	7.3	8.8	2.9	181	280	39.6
46/62	1450								19.3/14
M235i	155	6.3	14.7	5.7	5.4	2.7	322	332	28.1
26/35	1530								23.14/14
2-SERIES ACTIVE TOURER 5dr MPV ★★★★★									
218d Luxury	129	8.9	26.5	8.7	12.1	3.0	148	243	40.4
42/56	1450								24.12/14
320d Sport	146	7.7	20.9	7.6	9.7	2.6	181	280	36.2
41/57	1535								22.02/12
330d Touring	155	5.5	14.2	5.1	8.8	2.6	255	413	45.2
43/54	1735								21.11/12
318d Sport GT	130	9.5	28.6	9.5	12.4	2.7	141	236	36.5
50/57	1615								17.7/13
4-SERIES 3dr coupé ★★★★★									
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302</		

ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE	Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE	Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE
EVORA 2dr coupé ★★★★☆	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09	JUKE 5dr hatch ★★★★☆	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10	FORESTER 3/5dr hatch ★★★★☆	118	9.9	36.5	10.5	11.0	2.9	145	258	33.0	41/49	1540	5.6.13
Evora 2+2	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11	Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13	Nismo RS	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15
EXIGE S 2dr coupé ★★★★☆	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13	Leaf	91	10.9	—	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11													
Exige S																																						
MASERATI																																						
GRANTURISMO 2dr coupé ★★★★☆	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08	X-TRAIL 5dr hatch ★★★★☆	103	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14													
4.2 GT																																						
GRANCABRIO 2dr open ★★★★☆	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10	1.5 dCi WWD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14													
4.7 V8																																						
GHIBLI 4dr saloon ★★★★☆	175	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14	1.6 dCi WWD	117	11.2	39.7	11.7	12.2	3.0	128	236	32.8	42/48	1550	13.8.14													
Diesel																																						
MAZDA																																						
3 5dr hatch ★★★★☆	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13	NOBLE	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10													
2.2 SE-L																																						
5 5dr MPV ★★★★☆	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	16.2.11	Nismo RS	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15													
1.6D Sport																																						
6 4dr saloon/5dr estate ★★★★☆	130	7.1	20.8	7.2	11.1	2.8	158	139	23.3	24/35	1086	3.1.06	Leaf	91	10.9	—	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11													
2.0 Sport																																						
7 2dr Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13	OASHOI 5dr hatch ★★★★☆	103	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14													
CX-5 5dr hatch ★★★★☆																																						
2.2 Sport Nav																																						
MX-5 2dr convertible ★★★★☆	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12	X-TRAIL 5dr hatch ★★★★☆	103	11.6	37.2	11.1	18.7	3.0	93	87	21.5	43/47	1010	15.9.10													
2.0 Sport																																						
8 2dr Nav	130	7.1	20.8	7.2	11.1	2.8	158	139	23.3	24/35	1086	3.1.06	GT-R 2dr coupé ★★★★☆	111	10.0	32.6	10.1	8.9	2.5	118	236	35.1	57/67	1290	30.10.13													
2.0 Sport																																						
9 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14													
Black Edition																																						
10 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	LEAF 5dr hatch ★★★★☆	91	10.9	—	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11													
Black Edition																																						
11 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	WRX 4dr saloon ★★★★☆	112	10.5	32.6	10.1	8.9	2.5	118	236	35.1	57/67	1290	30.10.13													
Black Edition																																						
12 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14													
Black Edition																																						
13 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	LEAF 5dr hatch ★★★★☆	91	10.9	—	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11													
Black Edition																																						
14 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	WRX 4dr saloon ★★★★☆	112	10.5	32.6	10.1	8.9	2.5	118	236	35.1	57/67	1290	30.10.13													
Black Edition																																						
15 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14													
Black Edition																																						
16 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	LEAF 5dr hatch ★★★★☆	91	10.9	—	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11													
Black Edition																																						
17 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	WRX 4dr saloon ★★★★☆	112	10.5	32.6	10.1	8.9	2.5	118	236	35.1	57/67	1290	30.10.13													
Black Edition																																						
18 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14													
Black Edition																																						
19 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	LEAF 5dr hatch ★★★★☆	91	10.9	—	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11													
Black Edition																																						
20 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	WRX 4dr saloon ★★★★☆	112	10.5	32.6	10.1	8.9	2.5	118	236	35.1	57/67	1290	30.10.13													
Black Edition																																						
21 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14													
Black Edition																																						
22 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	LEAF 5dr hatch ★★★★☆	91	10.9	—	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11													
Black Edition																																						
23 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	WRX 4dr saloon ★★★★☆	112	10.5	32.6	10.1	8.9	2.5	118	236	35.1	57/67	1290	30.10.13													
Black Edition																																						
24 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14													
Black Edition																																						
25 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	LEAF 5dr hatch ★★★★☆	91	10.9	—	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11													
Black Edition																																						
26 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	WRX 4dr saloon ★★★★☆	112	10.5	32.6	10.1	8.9	2.5	118	236	35.1	57/67	1290	30.10.13													
Black Edition																																						
27 2dr Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09	STI Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14													

BELL & COLVILL®

HORSLEY - LIMITED

Quality & Performance
since 1970



Prestige • Performance • 4x4s



www.bellandcolvill.co.uk
enquiries@bellandcolvill.com

01483 286480 • Epsom Road, West Horsley KT24 6DG



Like 30,000,000 others



Like no other



The World's Finest Number Plates

- 100% road legal
- Compliant with BS AU145d
- No ugly visible fixings, even on the front
- 100% customisable
- Precision shaped from £75 to £145 per pair
- Laser polished



FOURDOTDESIGNERPLATES.CO.UK

fourdot

Elite Registrations

Tel: 01380 818181 www.elitereg.co.uk

OPEN: MON-FRI 9AM-7PM, SAT 9AM-5PM, SUN 10AM-5PM

VV03 AAA	£150	RG02 ASH	£325	P800 CHR	£225	F20 DOG	£990
KU60 AAA	£190	V9 ASM	£450	CIL 81	£900	D595 DOG	£425
E12 AAB	£275	M5 ASN	£200	CIL 191	£600	TIO DOM	£790
JB15 AAB	£375	J8 ASN	£475	CIL 880	£500	T90 DOM	£790
T50 AAB	£490	N55 ASN	£225	N77 CJA	£250	OX04 DOG	£575
P333 AAB	£150	L5 ATC	£400	S77 CJD	£250	DON 6	£250
AC8 82H	£450	Y1 ATT	£1400	CJZ 246	£300	H51 DOG	£375
T10 AAD	£150	N3 ATT	£790	A2 CKE	£390	V54 DOM	£390
C9 AAH	£475	421 ATW	£650	L2 CKH	£425	WBI DON	£700
P33 AAH	£250	B4 AUM	£490	CHZ 253I	£190	V900 DOM	£525
PII AAI	£150	I9 AVB	£2600	X9 CLH	£390	A6 JUN	£200
N80 AAM	£225	6043 AW	£150	P11 CLO	£425	402 DPB	£350
EV AAR	£225	21 AWB	£150	SI4 CME	£450	102 FPC	£290
WV AAR	£375	AK2 AFS	£300	SI4 CME	£150	TIY DPB	£590
K50 AAR	£225	002 BAB	£240	SI2 CME	£150	Y90 DPB	£590
F3 AAS	£575	L55 BAR	£250	P33 CMW	£225	P44 DPG	£290
K66 AAS	£225	YII BAR	£250	D7 CAR	£400	A2 DPG	£290
E1 AAW	£875	R17 BBB	£290	L1 CNE	£490	GD9 DPS	£300
F5 AAW	£575	OX04 BAR	£375	3 CNO	£350	A5 DRA	£290
K60 AAW	£225	BAR 7P	£1300	CN4 477	£300	E5 DRI	£200
V4 ABA	£200	BR09 BAR	£375	CO4 475	£300	N52 DRB	£150
T16 ABA	£150	NO8 BAR	£790	X90 CO4	£525	I31 DRB	£250
ABC 220K	£250	X002 BAR	£175	CBS CO4	£525	B17 DRB	£150
504 ABD	£630	R17 BBB	£290	MH05 COT	£150	DS 7675	£400
T99 ABE	£250	P30 BBB	£450	UT05 COT	£250	BB7 EJU	£100
C8 ABF	£395	HI BBT	£1600	K1 COV	£540	V985 EBB	£1200
T33 ABN	£225	D40 BCX	£785	LEQ 02 COG	£500	K5 DSG	£250
J888 ABS	£490	BZ2 81Z	£300	N99 COX	£800	G17 DSH	£200
V12 ABT	£390	NA BDH	£150	Y2 CPP	£620	C22 DTH	£1600
TIII ABW	£250	HD BDJ	£290	N44 CPP	£150	93 DTE	£525
R66 ACC	£390	R2 BDR	£490	CPL 155	£200	H6 DTH	£290
J9 ACC	£550	56 BE	£2925	N22 CPR	£150	B9 DTH	£390
R333 ACC	£350	P44 BEA	£275	A3 CRE	£150	S8 DTH	£225
P33 ACC	£225	587 BEA	£1600	M88 CRH	£275	K3 DTH	£475
A15 ACF	£225	009 BEC	£550	R5 CRP	£475	R79 DUD	£325
S15 AGC	£250	70 BED	£490	SI8 CRP	£150	VO2 DUC	£350
N87 ACM	£325	N33 BED	£300	W29 CRS	£500	DO0 DUC	£350
P333 ACM	£175	003 BED	£300	555 CS	£3500	V28 DUG	£650
S19 AGC	£150	005 BED	£175	003 CEM	£150	E59 DUG	£250
V33 AGC	£225	003 BED	£250	BS2 CEM	£150	DS 730	£250
S399 AGC	£225	004 BED	£250	SI4 CEM	£150	Y1 GBD	£590
S67 AD	£360	BHO4 BEL	£75	SI4 CEM	£150	LIDU 004	£250
S261 AD	£240	OX04 BEN	£75	SI2 CEM	£150	H2 GBR	£590
P333 ADA	£225	AH5 BEN	£250	A9 CTB	£200	F9 DWP	£525
P888 ADB	£350	BN 68V	£790	A20 CTY	£290	DZ 1800	£325
Y3 ADC	£600	BES 615	£800	K5 CUE	£350	G9 DYL	£775
P333 ADD	£175	C9 BET	£890	D2 CWD	£490	613 EAF	£150
N333 ADD	£175	CII BET	£550	CX1 46	£755	212 EAO	£790
AM06 ADE	£300	Y5 BET	£400	TM5 CEM	£255	R3 EBT	£225
A009 ADE	£350	Z32 BET	£300	PI CYD	£590	87 ECT	£350
W33 ADE	£395	G569 EBE	£450	VI CYR	£1400	2000 EC	£3200
J55 ADE	£100	BM07 BEX	£150	S4 DUN	£200	Y1 ECU	£350
B7 ADF	£400	BEZ 1399	£500	K50 DAB	£325	MI ECW	£525
ADH 42T	£500	36 BE	£4000	H9 DAD	£650	ECI EFW	£350
RI ADJ	£890	13 BGC	£190	ST7 DAD	£440	SI5 ED	£1025
E555 ADM	£575	HW BGT	£390	D80 DAD	£390	P800 EDs	£225
C6 ADP	£475	725 BH	£1800	D9 EAD	£200	900 EFC	£490
ADP 66E	£800	M3 BHS	£225	P333 DAG	£250	EFM 16	£800
794 ADW	£1700	BIG 454	£325	V7 DAL	£790	EF7 767	£300
S2 AED	£700	BIG 495Z	£325	XI DAM	£2000	19 EGE	£390
AET 487	£400	BLI 4248	£325	GD02 DAD	£350	67 EGG	£3050
38 AFK	£1700	P50 BDJ	£290	AB03 DAD	£450	AI EGE	£1200
AFZ 545	£150	CIJ BJJ	£150	SI4 EGI	£250	SI5 EGI	£250
N999 AGB	£175	BZ 424	£300	DAR 31	£390	3627 EH	£1400
J1 AGH	£790	AI BJJ	£150	SI2 DAB	£350	EL1 579	£500
T333 AGM	£175	J3 BJJ	£150	SI2 DAB	£350	EL1 579	£500
S3 AGP	£175	PH04 BMW	£325	16 DAS	£200	W1 EHH	£325
P700 AGS	£175	P44 BMW	£600	K22 DAS	£255	PE1 EHH	£325
S6 AGH	£300	NP54 BMW	£325	SI2 DAS	£255	GL 7287	£2100
MIO AHG	£290	BMW 75W	£888	K50 DAB	£300	SI2 DAS	£255
AHZ 383	£300	B33 DAB	£250	SI2 DAS	£200	SI2 DAS	£255
DB06 AJB	£200	BEE 39	£1900	DO5 GAV	£475	EJZ 100	£400
MD02 AJB	£325	X005 BOB	£675	M16 DAV	£590	TCI 350	£150
KII AJD	£605	YO2 BOB	£590	S29 DAW	£590	EK1 EKM	£190
Y321 AJD	£225	PIO BOD	£390	P002 DAD	£400	EKF 470	£470
S777 AJD	£525	340 BOF	£990	CD3 DAD	£225	56 EL	£4000
VG03 AJG	£150	304 BOH	£775	CD5 DAD	£200	516 EL	£750
RH08 AJH	£225	BB8 BOB	£490	W9 DAD	£450	6977 EL	£990
HII AJH	£4300	MII BOM	£290	Y21 DAD	£450	GI 6978	£575
BN05 AJM	£225	X002 BOB	£175	DAZ 4539	£350	Y321 EJL	£700
JM59 AJM	£375	X222 BOX	£590	C90 DZJ	£270	Y02 EMA	£745
BR06 AJM	£225	SL07 BOY	£290	W9 DCP	£500	X03 EMA	£300
WS03 AJS	£225	H2 BPP	£150	A40 DC5	£245	B398 EMA	£250
Y28 AJT	£350	J2 BPP	£175	K5 DCW	£265	W2 EMF	£190
TWII AJW	£225	S44 BPP	£150	K5 DCW	£1400	OX02 EMM25	£225
P5 AKG	£390	C002 BRA	£800	J03 DEB	£475	OX4 EMM	£275
J12 ALA	£225	S55 BRA	£550	MO4 DEB	£900	Y300 FAB	£275
P333 ALC	£175	S25 BRA	£375	Y99 DEC	£300	Y300 FAB	£275
ALF 888S	£575	J60 BRM	£3400	K3 DEE	£1400	T11 EID	£590
X002 ALL	£175	K15 BRM	£425	GD4 DEE	£200	TI 150	£150
P98 ALC	£225	OX04 BRX	£450	DP0 DEE	£1800	W1 EUS	£1000
287 ALP	£580	BR1 8Y	£150	ED2 DEE	£255	Y1 EUS	£150
AP03 ALC	£225	BR2 585	£150	ED2 DEE	£255	Y1 EUS	£150
QW03 ALC	£225	ED2 585	£150	ED2 DEE	£255	Y1 EUS	£150
Y77 ALP	£225	ED2 585	£150	ED2 DEE	£255	Y1 EUS	£150
TT50 ALC	£225	ED2 585	£150	ED2 DEE	£255	Y1 EUS	£150
M222 AMG	£525	A4 EUE	£290	S24 EUE	£290	SI4 EUE	£290
W121 AMH	£375	P69 BUG	£450	AE05 DES	£245	BT 7 SW	£375
W26 AMM	£375	K800 BUG	£400	PIO DES	£400	71 EFT	£4000
W29 AMM	£375	B1 569	£390	TS8 1200	£720	94 ETA	£950
N15 AMS	£675	B1 569	£390	POX 02	£175	M44 EFT	£1500
V400 AMS	£475	S44 BUX	£390	DE2 89	£540	AIK EFT	£1500
N2 AMW	£375	S4 28E	£2800	DE2 89	£540	UI EFT	£1500
T15 AMX	£390	YO2 CAB	£150	DE2 1700	£350	EVE IF	£1800
JB03 AMY	£150	Y04 CAB	£175	SD3 1700	£350	N700 HAS	£175
KM1 AMY	£590	M77 CAB	£290	233 DFK	£375	Y75 EFE	£1500
OG02 AND	£175	TI CAB	£675	Y33 EFK	£890	EX 701E	£1400
V19 AND	£425	T007 CAL	£475	D14 T00	£1500	TI 701E	£1400
YD03 ANG	£475	A553 CAL	£290	294 EKG	£460	TI 701E	£1400
AO55 ANG	£275	OX03 CAL	£275	485 LBG	£1250	TI 701E	£1400
TT51 ANG	£650	US05 CAL	£290	517 DEL	£425	TI 701E	£1400
M222 AMG	£525	A4 EUE	£290	SI 701E	£1400	TI 701E	£1400
W121 AMH	£375	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
W26 AMM	£375	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
W29 AMM	£375	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
N15 AMS	£675	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
V400 AMS	£475	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
N2 AMW	£375	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
T15 AMX	£390	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
JB03 AMY	£150	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
KM1 AMY	£590	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
OG02 AND	£175	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
V19 AND	£425	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
YD03 ANG	£475	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
AO55 ANG	£275	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
TT51 ANG	£650	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
M222 AMG	£525	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
W121 AMH	£375	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
W26 AMM	£375	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
W29 AMM	£375	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
N15 AMS	£675	SI 701E	£1400	SI 701E	£1400	TI 701E	£1400
V400 AMS	£475	SI 701E</td					



0113 288 7553
simplyregistrations.co.uk

Visit SimplyRegistrations.co.uk and browse over 3,000 quality personalised plates

2 ADR

18 JOE

RW 75

9 AGH

9 JSE

7 SAP

33 APT

K4 REN

3 SDA

1 BFH

77 LE

99 SE

9 CD

9 LH

SHC 8

3 CHG

77 LK

7 SKD

81 CL

56 LT

9 SLD

8 CRN

7 MBA

3 SMA

8 CSH

82 ME

9 SMJ

I9 CT

9 MG

SR 30

CTG I

7 MKS

SUL 9

6 DAN

7 MTL

T 25

45 DF

9 MSC

67 TC

3 DSA

6I MW

III TK

7 EJS

5 NAM

TNR I

7 ESC

2I 00

88 TOM

5 EVE

8 PAH

5 TRS

I4 FER

7 PCT

6 TW

9 GAV

PCY I

222 V

97 GB

80 PN

99 W

707 JET

4 RGT

3 WMS



"I will personally handle the transfer of your chosen registration. You will deal direct with me from start to finish. All clients are given my mobile phone number and can call me anytime. I guarantee you a professional and efficient number plate buying experience."

James Saperia, Managing Director



"The plate looks fabulous and is just what I was looking for. Thank you for making the process so simple."

Colin Seller

"Really friendly and helpful service with great communication and superfast results. An absolute pleasure, many thanks!"

Brian Mason



"Thanks for all your help James, the reg looks amazing now that it's on my beloved TTS. If you ever need any mats for your car, you know where to come!" Martin

Carmats2fit.co.uk

CHERISHED NUMBERS

MOTOREG

PERSONALISED REGISTRATION NUMBERS

TT15 ACE	V2 BUC	Y8I GGS	KI45 JMB	I OC	TNR I
P8 ADH	K222 CAG	GIL 4423	T8 JWN	Y100 OGA	225 TT
581 AET	K9 CDC	18 GJ	KAM 202P	PCY I	W4II UCY
HA55 ANO	X10 CHL	M3 GLS	KJW 100	S053 PHS	742 UHK
750 ANX	II DM	K5 GOS	MI55 LFM	7584 PJ	UPM 232
R555 BAM	G3 DOY	X6 HAB	B8 LOU	POG 748	R95 UTH
R4 BBX	AI EGE	PI7 HXX	LRI0 LYN	DI RCP	UKE I
W10 BEN	FIL 8	SI JBB	J1 MGU	HA55 SAN	E8 VXR
BEX IX	AII FKX	BI4 JES	J1 MVW	8304 SC	AUI0 WAY
BFO 9II	FLY I23	4 JGN	S6 NJA	SHW 300	WBA 295
BND 900	H9 GER	25 JK	N33 NYK	III TK	MI55 YPX

SIMILAR PLATES REQUIRED | CUSTOMERS WAITING | FREE VALUATION

01675 481 791

WWW.MOTOREG.CO.UK

WE WILL NOT BE BEATEN ON PRICE

AJZ 8

AJZ 888

AJZ 88

AJZ 8888

This is the perfect time to start an investment portfolio of plates...

£44,950 o.n.o - Telephone: 07771 611117

** All plates ready for immediate transfer and will not be sold separately.

** No advertisers or re-sellers please.



DU09 LAS

On Retention
Expires 28/02/16
Private Sale
Williamjmac@aol.com
£29,000 or Best Offer

PP05 HER

Make your Porsche Posher £3,950

RAI5 SAS

£15,000

LUI5 SAS

£6,000

mylonaslaw@cytanet.com.cy

A

ABB IIE £9,999
AI3 BEY £24,999
AI3 EYS £3,599
N18 AJK £499
AC08 ALY £499
84 AS £12,500
AS 1789 £3,399

B

BRI3 ARA £1,399
OG12 BEN £599
TOP 83T £2,399
BF 6084 £799
222 BG £3,299
BIL 1810 £799
56 BJ £3,999
9 BM £29,999
290 BOY £1,199
HA11 BRY £1,599

C

CA10 HAN £999
9 CGL £2,599
K19 CJS £599
CKS 567 £1,899
CN 6 £34,999
CRO 550X £999
R22 CUT £599

D

DA 99 £14,999
DEI3 EYS £1,399
DEL 55S £1,599
DE11VER £4,999
8371 DF £1,199
DI 11 £75,000

NE NUMBERS.co.uk
01289 30 99 30

Please ring Graham or Maxine for all your enquiries – Buying and Selling!

A6 GWB £750 4444 JK £3,499 A18 JRH £799 M3 KPS £750 MAX 54E £2,250

A7 GWB £750 JKS 830 £2,499 T44 JRM £599 KST 1 £27,500 MDS 2J £1,199

JLW 5W £2,399 JSH 500 £3,750 DEI3 LAW £3,750 MGL 6P £850

X3 JMC £1,399 703 JNK £1,199 ROI3 LAW £3,750 MGL 8 £7,999

8 JW £35,999 697 JOB £1,099 LEE 777E £2,250 II MGL £5,600

A8 JWS £1,199 A8 JWS £1,199 MTW 547 £1,399 MGL 46 £3,599

M3 KPS £750 THE 911 £55,000 RFZ 36 £850 4194 MH £2,799

THE 911 £55,000 THE 911 £55,000 RII VER £2,750 MHH 328 £1,799

THE 911 £55,000 THE 911 £55,000 RJB 3A £2,750 S82 MJM £599

THE 911 £55,000 THE 911 £55,000 RJB 138B £699 A1 MKL £1,350

THE 911 £55,000 THE 911 £55,000 MOA 77S £799 B166 RJB £499

THE 911 £55,000 THE 911 £55,000 MTP 5 £5,750 MTP 5 £5,750

THE 911 £55,000 THE 911 £55,000 MTW 547 £1,399 RJP IIN £999

THE 911 £55,000 THE 911 £55,000 X7 MWS £750 3500 RK £2,850

THE 911 £55,000 THE 911 £55,000 RL 70 £15,999 RL 70 £15,999

THE 911 £55,000 THE 911 £55,000 RM 1 £225,000 NSR 588 £1,450

THE 911 £55,000 THE 911 £55,000 3000 RM £3,999 8 NU £16,500

THE 911 £55,000 THE 911 £55,000 J5 RMP £599 RO 1 £135,000

THE 911 £55,000 THE 911 £55,000 RO 1 £135,000 RO 1 £135,000

THE 911 £55,000 THE 911 £55,000 2 VDH £3,999 2 VDH £3,999

THE 911 £55,000 THE 911 £55,000 E248 VET £250 E248 VET £250

THE 911 £55,000 THE 911 £55,000 V SH 4W £1,099 V SH 4W £1,099

THE 911 £55,000 THE 911 £55,000 VV02 VVY £450 VV02 VVY £450

THE 911 £55,000 THE 911 £55,000 V8 WGB £850 V8 WGB £850

THE 911 £55,000 THE 911 £55,000 WS 5155 £1,699 WS 5155 £1,699

THE 911 £55,000 THE 911 £55,000 X 001 £12,500 X 001 £12,500

All numbers + DoT transfer fee. Most (but not all) are + VAT. Est. 1987

CHERISHED NUMBERS

The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

EDITORIAL

Tel +44 (0)20 8267 5630
 Email autocar@haymarket.com
 Editor Jim Holder
 Editor-in-chief Steve Cropley
 Head of content Matt Burt
 Director of testing John McIlroy
 Head of video, features Matt Prior
 Digital editors Nigel Donnelly, Mark Tishaw
 Managing editor Alan Muir
 Production editor Melanie Falconer
 Reviews editor Will Nightingale
 Chief tester Matt Saunders
 New cars editor Rory White
 Deputy reviews editors Nic Cackett, Vicki Parrott
 Senior reviewer Lewis Kingston
 Digital review editor Barnaby Jones
 Data editor Mark Pearson
 Associate editor Hilton Holloway
 Content editors Tom Webster, Matthew Burrow, Darren Moss
 Content marketing manager Tom Langan
 Chief sub-editor Tim Dickson
 Senior sub-editor Rob Keenan
 Group art editor Stephen Hopkins
 Art editor Amar Hussain
 Deputy art editors Michele Hall, Paul Harvey
 Chief photographers John Bradshaw, Stan Papier
 Photographers Luc Lacey, Will Williams
 Videographers Andrew Coles, James Holloway
 Picture editors Aaron Smith, Ben Summerell-Youde
 Editorial assistant Doug Revolta
 Group editorial manager Olivia Pina
 Office managers Charlene Harry, Sarah Weetch

EDITORIAL CONTRIBUTORS

European editor Greg Kable
 Used car editor James Ruppert
 Senior contributing writer Andrew Frankel
 Senior contributing editors Richard Bremner, Colin Goodwin
 Special correspondents Mauro Calo, Jesse Crosse, Peter Liddiard, Julian Rendell, Richard Webber

MEDIA ENQUIRIES

Tel +44 (0)20 8541 3434
 Contact Greg Cartwright (greg@performancecomms.com)

SUBSCRIPTIONS

Tel 0844 848 8816 Overseas +44 (0)1795 592 972
 Email autocar@servicehelpline.co.uk

SYNDICATION ENQUIRIES

Tel +44 (0)1962 867 705
 Contact Simon Fox (syndication@autocar.co.uk)

LICENSING ENQUIRIES

Tel +44 (0)20 8267 5024
 Contact David Ryan (david.ryan@haymarket.com)

BLACK ISSUES

Tel 0844 8488816 Email autocar@servicehelpline.co.uk

ADVERTISING

Classified +44 (0)20 8267 5574 Display +44 (0)20 8267 5817
 Production +44 (0)20 8267 5219 Fax +44 (0)20 8267 5312
 Sales director Julia Dear
 Agency group head Richard Potton
 Agency account manager Ashleigh Ferris
 Agency sales executive Dan Hodgson
 Semi-display executive Adrianna Haynes
 Retail executive Hannah Mathew

PRODUCTION

Tel +44 (0)20 8267 5219
 Production manager Anthony Davis
 Production controller Ben Harris

MARKETING

Marketing manager Darren Pitt
 Direct marketing manager Kadie Chantler
 Newstrade marketing manager Nick Lyon
 Head of events Wendy Stonebridge

MANAGEMENT

Group director Patrick Fuller
 Brand director Rachael Prasher
 Publisher Chris Lowe

© 2015, Haymarket Media Group Ltd. Autocar, Motor, Autocar & Motor are registered trademarks. Circulation enquiries: Frontline Ltd, Park House, 117 Park Rd, Peterborough PE1 2TR (01733 555161). Repro by Bern Group, London N1. Printed by Wyndham Peterborough. Registered as a newspaper with the Royal Mail, Member of the ABC. ISSN 1355-8293. No part of this magazine may be reproduced, stored in a retrieval system or transmitted in any form except by permission. The publisher makes every effort to ensure contents are correct but cannot accept responsibility for errors or omissions. Advertised material is supplied by the author entirely at his/her risk. The publisher accepts no responsibility for loss or damage. With regret, competitions and promotional offers, unless otherwise stated, are not available to readers outside the UK and Eire. North America: Autocar, ISSN number 135589X, is published weekly by Haymarket Media Group, Teddington Studios, Broom Road, Teddington TW1 9BE, United Kingdom. Postage paid at Stamford Hill, London N17 9AB and at Air Bus Terminal, 1000 Broadway, 156-15, 145th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11431. Subscription records are maintained at Haymarket, Media Group, Teddington Studios, Broom Road, Teddington TW1 9BE, United Kingdom. Air Business Ltd is acting as our mailing agent.

ADDRESS

Autocar is published by Haymarket Consumer Media, Teddington Studios, Broom Road, Teddington, Middlesex TW1 9BE, UK haymarketcgroup.com. Tel +44 (0)20 8267 5000

Editorial director Mark Payton
 Creative director Paul Harpin
 Strategy & planning director Bob McDowell
 Managing director David Prasher
 Chief executive Kevin Costello



Autocar is a member of the organising committee of Car of the Year



This product is from well-managed forests and controlled sources
www.pefc.org.uk



 MATT BURT

Rear View Mirror: tales from our archive

Bentley unveils Concept Java

16 March 1994

Bentley has a habit of launching sensational concepts at the Geneva motor show, as it did earlier this month with the EXP 10 Speed 6.

Back in 1994, the broadside across the industry was Concept Java, which represented a significant diversion for Bentley, then owned by Rolls-Royce.

"Rarely has a concept car got people speculating and dreaming quite as much as Concept Java, a 'junior' Bentley with Cosworth V8 power," wrote Autocar's Giles Chapman at the time.

The Java – explained by company chiefs as a study in packaging for future Bentleys – was a four-seat convertible with a fabric roof that stowed beneath an electrically operated rear deck.

"The brief was to come up with two cars in one: an urbane Bentley coupé in the idiom of the great Continentals of yesteryear on the one hand, and a proper four-seat convertible on the other. Not only that, but it all had to fit into the space of a Mercedes E-Class," wrote our man at the show.

The car's styling was a collaboration between Rolls-Royce chief stylist

'Rarely has a concept car got people dreaming quite as much as Concept Java, a junior Bentley with Cosworth power'

Graham Hull and Design Research Associates, headed by Roy Axe. "It is packaged around a 3.5-litre, twin-turbocharged Cosworth V8 that has its roots in the firm's XB Indycar units," Autocar's story explained. "It will need to pump out at least 340bhp if the car is to achieve Rolls-Royce's projected performance figures: a top speed limited to 155mph, 0-60mph in 5.6sec and 0-100mph in just over 14 seconds.

"At the moment, Java is a mock-up that doesn't move, you can't buy and has no engine. But look closely at the details and quality of construction, the totally

realistic packaging and the size of the car – let alone its knockout styling – and it can't be anything but the first decent pointer we've seen towards a Bentley for the next century."

At that moment, however, Concept Java was purely to gauge public reaction. "Rolls-Royce doesn't show concept cars very often and when it does, they eventually lead to cars a fortunate few of us can buy," wrote Chapman.

Rolls-Royce hinted that the Java's wheelbase was "likely to be close to that of the BMW 5 Series" and revealed that the company already used the German giant's technology.

So did Java herald a new dawn for Bentley? Well, not directly. The car never made it to production, although the Sultan of Brunei liked it so much that he commissioned 18 examples in three body styles for his collection.

However, given that the show car appeared at a time when Vickers was putting Rolls-Royce in the shop window with 'for sale' dangling around its neck, the appearance of a dynamic concept did no harm at all.

Got an opinion? Email us at autocar@haymarket.com



NF Approved
Versions for
France in Stock

If you drank 4 pints between 9pm and midnight, you could still be over the limit until 11am the following day*. That's why almost 1 in 5 drink drive accidents happen the "morning after"**.

AlcoSense quickly and accurately shows your blood alcohol level, so you know when you're clear.

AlcoSense Single Use Only £2.99

Single use, disposable breathalyser
Suitable for use with all UK and Irish drink drive limits including the NEW Scottish limit



AlcoSense Lite Only £39.99

Reliable
Intermediate level sensor for good accuracy, blow tubes for improved sample quality.
Clear
Results in seconds. Alerts you when close to or over the drink drive limit.
Suitable for new Scottish limit.



AlcoSense Elite Only £59.99

Accurate
Premium semi-conductor sensor for high accuracy, blow tubes improve sample quality.
Consistent
Blow Pressure Sensor and self cleaning increases accuracy and consistency.
Clear & Future Proof
Results in seconds. Alerts you when close to or over the limit.
Recalibratable for many years of use. Suitable for new Scottish limit.

WHATCAR?
BEST BREATHALYSER UNDER £40

WHATCAR?
BEST BREATHALYSER UNDER £100

Available nationwide at Halfords & in selected Boots Stores.
Find your local outlet at alcosense.co.uk/dealer-location/



alcoSense®
BREATHALYSER

Order at www.alcosense.co.uk or call 0800 195 0088

** 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.

CURIOSITY
HAS ITS

REWARDS

CITROËN prefers TOTAL

TOPGEAR
MAGAZINE
AWARDS
2014

HATCHBACK OF THE YEAR
CITROËN C4 CACTUS

ON PERSONAL LEASE*

FROM £165–£249 PER MONTH

NEW CITROËN C4 CACTUS

Could we make the engine smaller and more efficient? Why can't all the dials and switches be accessible on one touchscreen? What material creates a smoother more aerodynamic ride? How do we give the doors more protection? From interior to exterior, we questioned everything. Maybe that's why we won Top Gear Magazine's 'Hatchback of the year'. Go to www.citroen.co.uk/cactus to find out more. **Stay Curious.**

CRÉATIVE TECHNOLOGIE



CITROËN

Official Government Fuel Consumption Figures (litres per 100km/mpg) and CO₂ Emissions (g/km) (Range). Highest: New Citroën C4 Cactus PureTech 110 S&S manual: Urban 5.8/48.7, Extra Urban 4.0/70.6, Combined 4.7/60.1, 107 CO₂. Lowest: New Citroën C4 Cactus BlueHDi 100 manual with 15 inch wheels: Urban 3.5/80.7, Extra Urban 3.0/94.2, Combined 3.1/91.1, 82 CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

*Prices and offers apply to retail sales of qualifying New C4 Cactus models ordered and delivered between 01/01/15 and 31/03/15 and include VAT, delivery to dealer and number plates, Government Registration Fee and 12 months' graduated vehicle excise duty. Model shown: New C4 Cactus PureTech 82 manual Flair. OTR price £16,340 (incl. Blue Lagoon at extra cost of £250). Initial customer rental £2,785.47 (plus a £1,000 Citroën contribution); followed by 36 monthly rentals of £199; optional final rental £6,900. Lowest and highest Elect 4 Personal Lease examples are based on New C4 Cactus PureTech 82 manual Feel and New C4 Cactus e-HDi 92 ETG6 Flair respectively. Initial customer rental £2,892.34 (plus a £1,000 Citroën contribution)– £3,221.55; followed by 36 monthly rentals of £165–£249; optional final rental £6,267–£6,227. Annual mileage 6,000. Charges may apply if annual mileage is exceeded. Payment of the optional final rental extends the rental term (this does not transfer title of the vehicle) and requires an annual rental equivalent to one month's rental. All rentals inclusive of VAT. Citroën UK Limited is acting as a credit broker and is not a lender. To finance your lease we may introduce you to a limited number of lenders. Finance subject to status. A guarantee may be required. Over 18s only. Written quotations available on request from Citroën Financial Services, Quadrant House, Princess Way, Redhill, Surrey RH1 1QA. Prices and offers correct at time of going to press, subject to stock availability. Contact your participating dealer for latest prices, offers, terms and conditions or visit citroen.co.uk.